

Moutries
advertise the
Victrola
after a busy Day.

The China Mail.

ESTABLISHED 1845

August 4, 1922, Temperature 82.

Barometer 29.61

Rainfall 1.43 inch.

Humidity 83.

August 4, 1921, Temperature 51.

No. 18,626

五拜禮

號四月八年二十二百九千一英

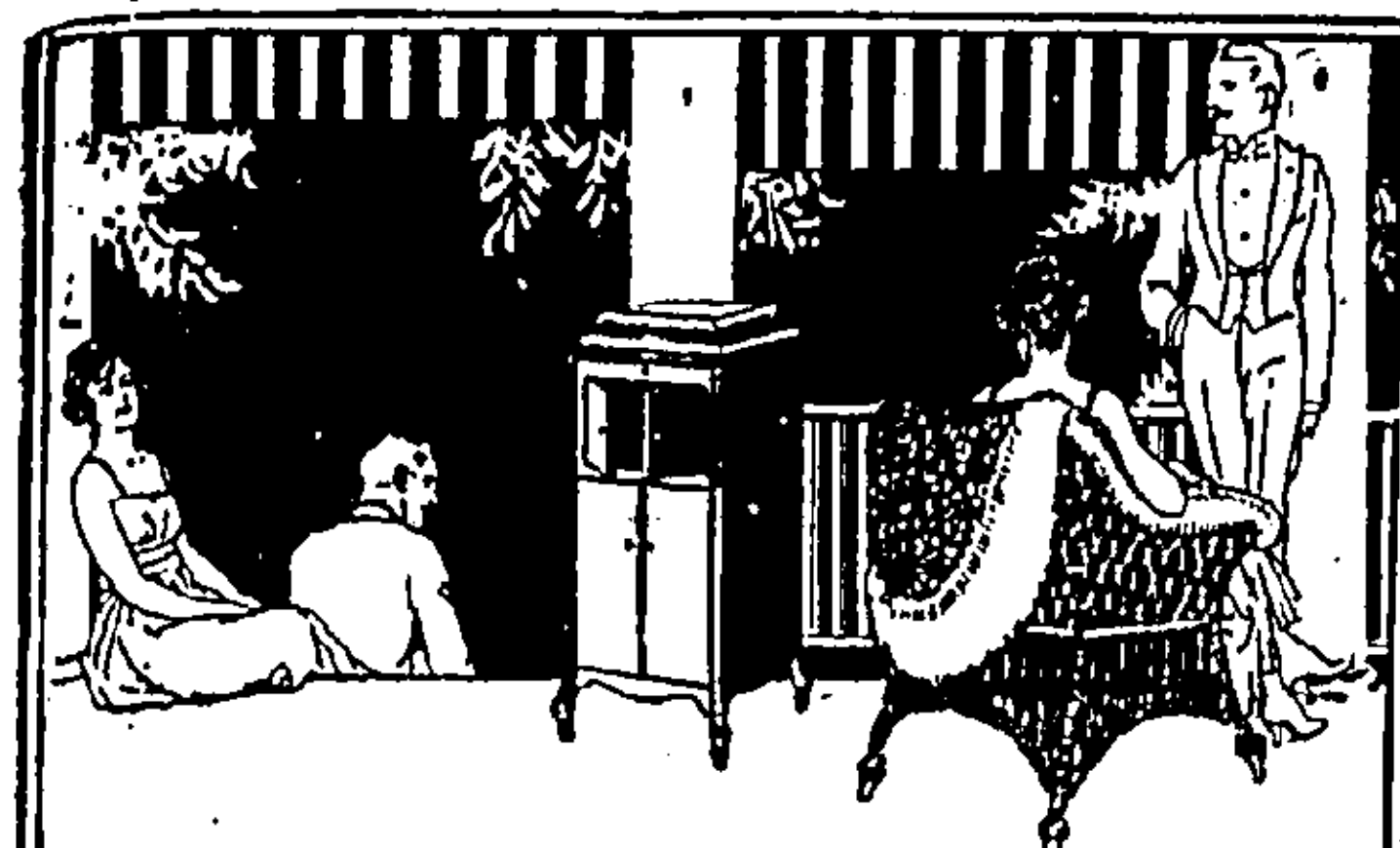
HONGKONG, FRIDAY, AUGUST 4, 1922.

日二十月六年壬戌一十國民華中

PRICE, \$3.00 Per Month.

THE DOLLAR
DIRECTORY CO.
8 Wyndham St.
PUBLISHERS
OF:
HONGKONG
DOLLAR
DIRECTORY
TELEPHONE HANDBOOK
Tel. No. 22.

BUSINESS NOTICES



After a busy day— The Victrola!

The Victrola offers you the ideal relaxation—the soothing, restful influence of the world's best music. Great Victor artists sing for you the very songs you love to hear; the magic of their genius helps you to forget the cares and worries of the day.

Why not come in today and let us prove just how easily the Victrola can help you?

S. MOUTRIE & CO., LTD.

Exclusive Distributors.



HAWTHORNE & PEARSON

LADIES' & GENTLEMEN'S TAILORS.

Beg to notify the public that they have
removed to Queen's Buildings,
2, Ice House Street (Ground Floor)

Opposite Café Wiseman.

THE YUEN WO STORE.

Harbour Repairs. Engineering & Building Contractors. Shipchandlers.
Office No. 33, Tung Man Street, Phone 2593.
Workshop, Canton Road, Kowloon, Phone K. 731.
Prop. T. L. LEUNG. Manager K. C. LEUNG.

ECONOMY IN COAL.

Feichun Lamp Coal stands for economy in coal value. All lamp coals have a large percentage of dust which are practically waste. The dust in FEICHUN LAMP COAL burns into lamps as soon as they are cast into boilers. Feichun lamp coal burns brightly and is therefore a decided economy.

HING IP & CO.

Coal Merchants & Contractors. 37, Queen's Road Central. Tel. 870. Cable address 'Hindance'. Sole Agents for Feichun Coal. We stock in our godowns 12 grades of other Feichun Coal.

We are manufacturers of
Felt Hats, Straw Hats,
Linen Hats, Topcoats, etc.



Manufactured in
HONGKONG
by the

NAM YUET HAT FACTORY,
25-30, Shaukwan Road.

MEE WAH KNITTING & DYEING CO.

General Knitter & Dyer.
Manufacturers of Woolen Singlets, Jerseys, Sweaters &
all kinds of Underwear.
No. 18-19, Causeway Bay. Telephone 1301.
Manager: YEUNG POK WAN.

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel 638.

Tel 638.

THE INTERNATIONAL SHIRT CO.

Head Office: 79 Wyndham Street, 2nd Floor.
(Opposite Central Police Station.) Tel. 4165.

Dealers in all kinds of High-class Silk Shirts,
Collars, Neckties and Pyjamas for Gentlemen

AND ALSO
Chemises, Skirts, Wrappers, Scarfs, Vests, and Night-gowns for Ladies

ALSO MADE TO ORDER
MODERATE PRICE PROMPT DELIVERY

Manager: EMILIO LAU.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

REPARATIONS.

BRITISH POSITION EXPLAINED.

LONDON, August 3.

In the House of Commons, detailing the present position regarding reparations Sir Robert Horne said he understood that Germany had, for the most part, met the requirements of the reparations commission but an arrangement to prevent the flight of capital was easier said than done. Germany hitherto had paid 415 million sterling including cash, ships, the Saar mines etc. Britain obtained fifty six millions thereof, practically the whole of which was spent on the armies of occupation. Britain up to date had collected six millions under the import duties imposed under the Reparations Recovery Act.

BRITAIN AND AMERICA.

Germany's taxation receipts last year only covered sixty three per cent of domestic expenditure but now leaves a balance towards Treaty expenditure. He expressed the opinion that Germany will be able and willing to pay considerable sums towards reparations if given a respite to put herself in a position to do so. The Minister dispelled the impression that Mr. Balfour's letter was in the nature of a suggestion that America should cancel Britain's debt and declared that on the contrary the payment of debts to America was the foundation of the latter. He pointed out that of two milliard sterling of the national debt 27,700,000,000 was not spent on our own behalf but lent to the allies. Illustrating Britain's financial burden he showed that America's national debt represented 247 sterling per head of population, France's 1162 and Britain's 1181.

THE PREMIER'S STATEMENT.

In the course of the debate following Sir Robert Horne's statement Mr. Asquith urged the immediate scaling down of reparations to what was really practicable. Britain should forego her share and also forego her other indebtedness—not as an act of magnanimity but as good business.

Mr. Lloyd George interposed in the debate and said he hoped the House would let him meet M. Poincare with a free hand to do his best to come to an arrangement. In the meantime he did not conceal the danger of driving Germany to despair. He declared that a revolutionary Germany in the centre of Europe would be a real world peril. She would be different from revolutionary Russia, nevertheless it would be a mistake to run away from a fair and just claim.

"SINGING FOR COSTS"

Germany was in the position of somebody who put other individuals into the court of a chosen tribunal wherein to fight them and let the verdict. She was now being sued for costs, not for vindictive reasons but because the winning and unwilling parties wish to get the cash back. The Premier emphasised the folly of underestimating Germany's capacity owing to the present trade depression and depicted the possibility of a trade recovery finding Germany without an internal debt but with an external debt fixed when things were pretty bad. He described the interallied conference on August 7 as a meeting of creditors to which all were going on equal terms. Britain was determined to give reasonable and sympathetic consideration to devastated France and Belgium. Britain was the last country in the world to be accused of want of sympathy with France and Belgium. "We intend," Mr. Lloyd George declared, "to see that everybody gets fairplay, to give fairness to Germany and justice to France, but justice also to the people of our own land."

AMERICAN LABOUR UNREST.

PRESIDENT TO WAIT AND SEE.

WASHINGTON, Aug. 3.

It is generally expected that President Harding will await a further development of both the coal and railway strikes before making another move. It is thought that the President wishes to give the railway executives reasonable time to demonstrate whether they can meet the situation without the necessity for some drastic step by the Government like assuming control of transportation. At the same time it is stated that the administration is carefully watching the situation and will take advantage of any loophole presenting itself with a view to settlement.

WAR DEBTS.

U.S. NEWSPAPER COMMENTS.

"NOTE JARS AMERICAN EARS."

NEW YORK, August 3.

Commenting on the Balfour Note the Tribune says: "The general cancellation of debts will mean that Uncle Sam will bear the burden of letting Germany off."

The New York World says: "Lloyd George announced the failure of the conference with Poincare before it started and tried to throw the blame upon the United States which may be a capital blunder. If the note represents the unalterable position of Britain there is no hope of a settlement of the European situation. American opinion is not ready for a general cancellation but is gradually becoming ready for the cancellation of really uncollectable debts but will act only when it is demonstrated that Britain France and Germany have definitely started to return to economic sanity."

The New York Times says: The note jars American ears intimating that the United States is a hard-hearted creditor standing in the way of a general generous forgiving of debts which the British government would be only too happy to undertake. The outright cancellation of the war debt by United States was not present politically impossible. American sentiment in favour of cancellation may yet be developed and then it will be found that the United States is not so mercenary and uncompromising as the note implies."

NO CHANGE OF POLICY.

WASHINGTON, August 3.

The Treasury officially announces that the Balfour Note will not change American policy towards foreign debts.

FRENCH OIL FIND.

PARIS, Aug. 3.

A subterranean oil reservoir is reported to have been discovered in the Forest of Abailles near Bordeaux. Experts estimate that it will produce 565,000 cubic feet per day.

A RUBBER AGREEMENT.

LONDON, August 3.

The Anglo-Dutch plantations in Java have concluded an agreement with the General Rubber Company, New York, whereby the latter agree to take the entire output of standard rubber of the former from October 1, to the end of 1924, after providing for existing contracts. The rubber is deliverable ex-godown on the estate. The price will be the average of the daily quotations London spot, standard quality and will be calculated monthly with a minimum of eight pence per pound.

BRITAIN'S AIR DEFENCES.

ANOTHER 500 MACHINES.

LONDON, August 3.

In the House of Commons Mr. Lloyd George stated that the Government had decided to adopt the Air Ministry scheme providing five hundred machines for home defence at an increased cost of £2,000,000 annually of which £900,000 would be from Air Ministry economies. Considerable orders for the execution of the programme would be placed privately during the current year. The question of further expansion would be considered in the light of the financial situation in 1923 and the air policy of the other powers.

L. O. N. AND MANDATED TERRITORIES.

GENEVA, August 3.

The mandates commission of the League of Nations has discussed the question of the existing laws of the inhabitants of "B" and "C" mandated territories. It is hoped that the mandatories will annually supply the League with a statement of the laws and customs of all spirits.

GERMAN POLITICS.

BERLIN, August 3.

The Bavarian reply to Herr Ebert's letter of July 27 is conciliatory. Herr Ebert is inviting Lachenfeld to come to Berlin to arrange a settlement.

GREEKS AND CONSTANTINOPLE.

ADVANCE APPARENTLY AVERTED.

CONSTANTINOPLE, August 3.

The threatened Greek advance on Constantinople appears to have been averted in consequence of the Allied measures taken. The Allied posts overlooking the Chatalja lines have been reinforced and British, French and Italian infantry and cavalry have taken up positions on the frontier which is every quiet. It is estimated that twenty thousand Greek troops have concentrated outside Constantinople.

HUGE RAILWAY COMBINE.

LONDON, August 3.

A big step towards railway reorganisation is announced in the form of an amalgamation of the Great Central, Great Eastern, Great Northern, Great North Scotland, North British and twenty-six small companies with a total capital of £248,000,000.

"EGYPT" INQUIRY FINISHED.

LONDON, August 3.

The "Egypt" inquiry closed to-day when counsel addressed the court at the conclusion of which the president announced that the Court would consider the case and hoped to issue a report as soon as possible.

EINSTEIN BUSY.

GENEVA, August 3.

Einstein, excusing his absence from the League commission for intellectual co-operation explained the necessity of finishing very urgent work prior to going to Japan.

MAJOR BLAKE DELAYED.

LONDON, August 3.

Major Blake, the aviator, has been detained at Ambala through engine trouble.

STATUS OF TANGIER.

MADRID, August 3.

The Premier's secretary has announced that the status of Tangier will be discussed at a conference in London during the second fortnight in September.

ITALIAN STRIKE ENDS.

ROME, August 3.

The strike has ended.

BRITISH FINANCIAL DEB'D.

LONDON, August 3.

The death has occurred of Sir Richard Vassart-Smith, Chairman of Lloyd's Bank and several other companies.

SPECIAL OFFER OF

WATERPROOFS

\$85.00 BURBERRYS for \$57.50

\$27.50 HYDROMACS for \$21.00

\$25.00 MATTAMACS for \$15.00

DON'T MISS THESE IDEAL BARGAINS AT

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building.

Des Voeux Road.

COCKROACHES are a constant danger to you—they spread dangerous diseases by contaminating your food. Rid your home of them.

BEEFLE VIRUS will do it.

It is efficient and simple to use—try a tin.

Price 70 cents.

SOLD BY

THE PHARMACY

22 Queen's Road Central, Hongkong.

"PHILIPS"

A PHILIPS LAMP
IS A PERMANENT
ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

Help Nature to fortify against illness. The finest defence is HORLICK'S MALTED MILK, a thorough energizer, brain and body food in powdered form. Poor blood, depression and all nervous ailments are overcome by taking HORLICK'S Malted Milk. Made in a moment by the addition of a little water, hot or cold. Of all Chemists and Stores.

We have Kowloon, 1, The Bund, SHANGHAI.

HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO. Slough, Bucks, Eng.

GINS & LIQUEURS

FROM

ERVEN LUCAS BOLS.

CALDBECK, MACGREGOR & CO., LTD.,

15, Queen's Road Central.

Tel. 75.

HAVE YOU RECEIVED

OUR SPECIAL TICKET?

IF NOT CALL AND ASK FOR ONE

— AT —

THE GROCERY DEPARTMENT

(PHONE: 2893.)

THE WING ON CO., LTD.

(PHONES: 196 and 198)

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
Coal Contractors
General Brokers.
PUBLIC AUCTIONS.

Under the authority of the Government, the following public auction will be held on **SATURDAY**, August 5, 1922, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, **Sundry Household Furniture**, Removal to Sales Rooms for convenience of sale. Comprising:— Washstands, stained teak hatstand, overmantel, Shanghai baths, ward- robes, crockery, &c., &c.

Also 1 large showcase and 1 soda water machine. Terms:—Cash. **HUGHES & HOUGH** Auctioneers. Hongkong, August 2, 1922.

(For Account of the Concerned.) on **WEDNESDAY**, August 9, 1922, commencing at 2.45 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, **TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS,** &c., &c., &c.

Comprising:— Dining Suite, Chesterfield Sofa, Arm-chairs (new), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., (new Teakwood), Sideboard, Linen Waggon, Dinner Service, Crockery & Glass Ware, Cooking Stoves, Cutlery, &c., Electro-plated Ware, Val. St. Lambert Table Plate and Glass Ware.

Also Electric Reading Lamps, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures. And 1 Baby Grand Piano, American Ice Chest, 2 Express Rides. (Full Particulars from Catalogue). Terms: Cash on delivery. **HUGHES & HOUGH** Auctioneers. Hongkong, August 2, 1922.



Happily Growing
As your baby grows, his food should grow with him—if he is to be the happy and contented baby that you want him to be. The **ALLENBURY'S FOODS** are scientifically adapted to your baby's growing needs. They contain graduated proportions of the elements essential to his brain and body development from birth onwards.

Allenbury's Foods
MILK FOOD No. 1. From birth to 3 months. MILK FOOD No. 2. From 3 to 6 months. MALTED FOOD No. 3. From 6 months onwards. Obtain all of these from **ALLEN & HANBURY LTD., London**.

NOTICE.
HIGH-CLASS PRINTING
BOOK BINDING
THE CHINA MAIL OFFICE
BOOKS & PAPERS SPECIALTY

INTIMATIONS.

HONGKONG HOTEL CO. LTD.
NOTICE.
ISSUE OF 17TH FEBRUARY, 1922, OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10 AT A PREMIUM OF \$5 EACH (\$3 PER SHARE PAID UP.)

SHAREHOLDERS are reminded that a **SECOND INSTALLMENT** on the above of \$5 per share (\$3 plus \$2 premium per share) falls due on **TUESDAY, the 15th August, 1922.** Remittances should be made to the Company's Bankers, the Hongkong & Shanghai Banking Corporation, in Hongkong, on or before that date. **THE REGISTER OF SHARES** of the Company will be **CLOSED** from **WEDNESDAY, the 2nd to TUESDAY, the 15th August, 1922**, (both days inclusive), during which period no transfer of shares can be registered. By Order of the Board of Directors, **A. V. WARD,** Acting Secretary. Hongkong, July 27, 1922.

THE PEAK CHURCH.
THERE will be evening service and sermon in the Peak Church on the **Sundays in August at 6 p.m.** Hongkong, August 3, 1922.

IMPORTS AND EXPORTS OFFICE.
GENERAL HOLIDAY.
This office will be open for all business from 9 a.m. to 12 noon on **MONDAY, the 20th August, 1922.** Despatched cargoes will be entirely closed on that day. **N. L. SMITH, Superintendent.** Imports and Exports. Hongkong, August 2, 1922.

BANK HOLIDAY.
In accordance with Ordinance No. 5 of 1912, the **EXCHANGE BANKS** will be closed for the transaction of **PUBLIC BUSINESS** on **MONDAY, the 7th inst.** Hongkong, August 2, 1922.

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.
NOTICE.
MR. FRED FISHER has been appointed Inspector for the Society.

MOWBRAY S. NORTHCOTE, Hon. Secretary. Hongkong, August 2, 1922.

HONGKONG TRAMWAY COMPANY, LIMITED.
(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an **INTERIM DIVIDEND** of **ONE SHILLING** per Share on account of the year 1922 has been declared. The **DIVIDEND** will be payable on and after **WEDNESDAY, the 23rd day of August, 1922**, to Shareholders on the Register on **TUESDAY, the 8th day of August, 1922**, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7d. per Dollar.

By Order of the Board, **W. E. ROBERTS,** Secretary. Hongkong, July 21, 1922.

MRS. HAN INOKUCHI.
Telephone K 741.
No. 21, Ashley Road, Kowloon, Back of Star Theatre, **CERTIFIED EXPERT MASSAGE, HAND AND KNEADING.** Also at patients' residences by arrangement.

Beautiful Things Make the Living Beautiful.
Our Silk Kimonos combine Art and Beauty never seen before in Hongkong. Remember Silk is for Summer wear. When down town call at **10, WYNDAW STREET,** and inspect our **KIMONOS.**

OFFICE WORKS
34, Queen's Rd. Ck. Behind St. Wandan Rd.
THE EASTERN SUPPLY CO.
General Contractors
House and Office Furnishers
Ships' Upholsterers and Painters
Tel. 4303.

NAMSAN & CO.
288 Des Vaux Road West
Photo Engraving and Designing
LITHOGRAPHERS
Tel. 1393.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 16, WYNDAW ST.

WING FAT CHEUNG
SUNSHINE CIGARS (MAI JONG)
FOR SALE. CIGARS MADE OF IVORY AND FISH BONE.
No. 276, Queen's Road Central, BRISBANE.
No. 39, Man Nam Street East.

WANT ADVERTISEMENTS
25 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED:
FRENCH LADY TEACHER seeks room or full board in family. French conversation at meals or lessons if desired. Apply Box 1384 c/o "China Mail."

FOR SALE:
ESSEX CAR in first class condition. Recently overhauled. Also share private garage with telephone and electric light. Apply BEVINGTON c/o Bradley & Co., Ltd.

TO LET:
ASTOR HOUSE.—A few more rooms to let. Apply at premises.

FRENCH LESSONS
G. MOUSSION
15, Morrison Hill Road.

PAINT AND POWDER.
NEW YORK PASTOR APPROVES.
As a straw which shows which way modern winds are blowing Rev. Claude E. Morris, pastor of the Prospect Park Baptist Church of New York, said recently that he approves of a moderate use of cosmetics.

"I do not believe that the average girl of to-day smokes cigarettes," said Mr. Morris. "However, most girls do use rouge, lipstick and eyebrow pencil. In moderation, I believe these harmless cosmetics improve their looks." "Personally, I approve the moderate use of them by girls and young married women. The temptation, however, is to imitate chorus girls who perhaps use cosmetics to excess, and frequently appear on the street with an excess of paint, which would look well only behind a footlight."

"The modern style of dress, with its tight short skirt, bare knees and no corset, is worn mainly because it is the style. The average girl or woman does not stop to analyze the reason why she wears certain styles. It is the style, therefore she wants it. If it is the new future 'style' decrees longer skirts, covered knees and corsets then she will follow the style."

"Immodesty is not confined to any certain style. There always have been immodest dressers. Immodesty was here when the skirts reached the ground and collars reached the ears. Personally, I prefer to see women dress comfortably. Short skirts are more comfortable and sanitary. Bare knees are all right for children, but a little out of place for high school lassies."

STYLES AND MORALS DON'T MIX.
"I think style of dress has little to do with our morals. A long skirt and a high neck on a woman's dress will not dam up the stream of evil thought in the mind of a degenerate man. On the other hand, a short skirt and a low neck will not degrade the thought of a clean-minded man. Morals are not made by women's dresses. Morals come from the inside out. Not that which goes into the mind defiles it so much as that which comes out from the mind."

"However, I do think that the modern girl is too flippant, perhaps, in her attitude toward religion, marriage and her elders. But I think the ancient girl was flippant, also. There never has been a time when girls were not considered too flippant. Flippancy, however, is not an unpardonable sin; it can be forgiven and also can be corrected, to a very large extent."

BOYS ARE FLIPPANT.
"The boys are just as flippant as the girls, at least, outwardly so. They may think a little more deeply and a little more seriously than the girls, but they succeed in hiding the fact pretty well."

"I do not believe our young people drink as much as their parents did at their age. They do not drink nearly as much as they did before prohibition went into effect."

"Late hours may be a little more common now at parties and dances than a generation ago, because the younger generation seems to have more endurance and vitality than we did a generation ago."

MARKET PRODUCE IN HONGKONG.
APPROXIMATE RETAIL PRICES.

Butcher Meat.				Poultry.			
	August 2, 1922.	June 1918.	June 1914.		August 2, 1922.	June 1918.	June 1914.
Beef Sirloin, — Mol Long Pa ... lb.	24	24	13	Chicken, — Kal Tai ... lb.	48	30	31
Prime Cut	20	24	12	Capons, Small, — Sin Kai	45	38	30
Corned, — Ham Ngau Yek	23	20	18	Capons, Large, — Sin Kai	52	28	30
Roast, — Shin	24	24	23	Duck, — Ap	38	23	22
Breast, — Ngau Nam	22	20	18	Doves, — Pan Kau	—	—	—
Soup, — Tong Yek	12	20	18	Eggs, Hen, — Kal Tai (cooking) per doz.	20	18	—
Steak, — Ngau Yek Pa	24	24	23	Eggs, Hen, — Kal Tai (fresh) ... per doz.	30	25	30
Steak Sirloin, — Ngau Lan	38	30	35	Fowls, Canton, — Kal	45	38	34
Sausages, — Ngau Cheung	28	28	20	Fowls, Hainan, — Hol Nam Kal ...	45	28	—
Billock's Brains, — Ngau No per set	12	10	18	Geese, — Ngo	30	24	34
Tongue, fresh, — Ngau Li each 60	60	60	—	Pigeons, Canton, — Pak Kap, each	42	37	—
Tongue, corned, — Ham Ngau Li	—	—	—	Tripe (dressed), — Ngau Tai	—	—	—
Head, — Ngau Tan, each 1.00	1.00	1.20	—	Calves' Head and Feet, — Ngau Tai	—	—	—
Heart, — Ngau Sam, lb. 13	13	14	—	—	—	—	—
Hump, Salt, — Ngau Kin, 22	20	18	—	—	—	—	—
Feet, — Ngau Konk, each 12	10	12	—	—	—	—	—
Kidneys, — Ngau Yik	12	10	12	—	—	—	—
— Ngau Mai	20	20	12	—	—	—	—
Liver, — Ngau Konk, lb. 13	13	14	—	—	—	—	—
Tripe (undressed), Ngau Tai lb. 8	8	7	—	—	—	—	—

Fruits.			
	August 2, 1922.	June 1918.	June 1914.
Almonds, — Hang Yan lb.	35	30	—
Apples, (California), — Kam Shan	—	—	—
Plum, — Ping Ho	31	24	—
Bananas, (bridge), — Moan, — Sin	—	—	—
Henung Chiu	4	4	—
Camabola, — Yung To	12	—	—
Cocconuts, — Yo To each 10	10	10	—
Lemons, China, — Ling Hung, lb. 10	7	—	—
Lemons, (America), — Kam Shan	—	—	—
Ling Mang each 10	8	8	—
Lichoes, Dried, (small stone), —	—	—	—
Lai Chi Kon lb. 25	3	—	—
Oranges, (Canton), Sweet, —	—	—	—
Shan-sheng Tin Chang lb. 32	—	—	—
Oranges, Tin Chang	—	—	—
Pears, (Canton), Cooking, — Sha Li, 10	—	—	—
Peanuts, — Fa Shang	12	10	13
Persimmons, Large, — Hung To, 24	12	—	—
Plantain, — Tai Chiu	1	3	4
Pineapple, — Tsim Lo Yau, each 16	12	6	—
Walnuts, — Hop To lb. 20	14	15	—
Grapes, — Po Tai Tze	25	—	—

Vegetables, &c.			
	August 2, 1922.	June 1918.	June 1914.
Artichokes, — Ah Chi Chuk, each	8	—	—
Beans, Sprout, — Nga To lb. 4	4	7	—
Long, — Tan Kon	12	8	—
Beet Root, — Hung Toi Tai	8	6	—
Bitter Squash, — Fu Kwa	6	—	—
Brijala, Green, — Ching Yau Kwa ...	5	5	—
Red, — Hung Kee	5	5	—
Cabbage Chinese, (common), —	—	—	—
Kai Tai	8	6	12
(Shanghai) — Yo Toi	12	—	—
Cauliflower, bunch, — Kan Shan ...	4	—	—
Cauliflower (Large), — Yo Toi Fa each	—	—	—
(Medium), —	—	—	—
(Small), —	—	—	—
Cauliflower, — Kan Shan lb. 10	6	6	—
Celery Chinese, — Tong Kan Tao ...	8	10	8
Chillies, Dried, — Kon Lat Chiu ...	20	25	25
Red, — Hung Fa Chiu	10	10	16
Green, — Ching Lat Chiu	8	8	12
Carry Stew, English, — Kai Chi Chiu	10	10	10
— lb. 10	10	10	—
Cucumbers, — Ching Kwa each 3	2	—	—
Garlic, — Sun Tan lb. 6	8	—	—
Ginger young, — Sun To Keung ...	4	7	—
Ginger, old, — Lo Keung	8	10	—
Horse radish, Shanghai, — Lik Kan ...	20	45	—
Indian Corn, — Shuk Mai each	6	4	—
Lotus, — Yung Shang Toi lb. 6	1	—	—
Water Chestnuts, — Ma Tai lb. 8	6	6	—
Mandarin, — Kwai	—	—	—
Lam Ma Tai	10	6	—
Mushrooms, Fresh, — Shang Toi K. lb. 40	10	10	—
Ozono, Sweet, — Fan Sha lb. 12	10	10	—
Onions, Bombay, — Yung Chung Tai lb. 8	6	—	—
Onions, Green, — Shang Ching lb. 6	4	6	—
Onions, Shanghai, — Shang Chiu	—	—	—
Chung Chiu	6	8	—
Parsley, — Kuo Toi lb. 40	80	8	—
Potato, Sweet, — Fan Sha lb. 3	3	—	—
Japanese, — Yat Fan Sha Tai lb. 8	3	—	—
American, — Fa Ki Sha Tai lb. 8	8	10	—
Pumpkin, — Tung Kwa lb. 4	3	—	—
Radish, — Hung Lo Pak Tai	6	—	—
Rhubarb (Fresh), — Tai Wong	10	10	—
Shallots, — Hong Chong Tan	6	8	—
Splachon, — Yiu Toi	5	4	—
Tomatoes, — Fan Ke	8	7	7
Taro, — Wa Tao	6	6	—
Turnips, French, (Long), — Lo Pak	4	4	—
Vegetable Marrow, — Tai Kwa	4	4	—
Water Cress, — Sat Yung Toi	15	—	—
Lily root, — Lin Ngau	6	6	—
Yam, Ta Shu	5	6	—

Fish.			
	August 2, 1922.	June 1918.	June 1914.
Barbel, — Ka Yu lb. 20	19	24	—
Bream, — Pin Yu	18	27	18
Carp, Fresh Water Fish, —	—	—	—
Hol Sin Yu	21	18	13
Carr, — Li Yu	22	18	27
Catfish, — Ohit Yu	24	12	9
Codfish, — Mun Yu	25	20	25
Cray, — Hal	35	22	28
Octile Fish, — Muk Yu	18	10	2
Dab, — Sha Mang Yu	45	23	15
Dace, — Wong Mei Lap	14	10	8
Dog Fish, — Tit To Sha	10	10	8
Eel, Conger, — Hol Man	28	16	16
Fresh water, — Tam Shui Yu ...	20	10	18
Yellow, — Wong Sin	30	28	30
Frog, — Tin Kai	45	32	25
Garcia, — Shek Pan	45	40	30
Gudgeon, — Pak Kap Yu	16	18	15
Herring, — Tso Pak	26	22	18
Halibut, — Cheung Kwan Kwan ...	14	18	23
Labre, — Wong Fa Yu	20	22	18
Loach, — Wu Yu	60	22	24
Lobster, — Lung Ha	45	52	21
Mackerel, — Chi Yu	24	20	28
Monk Fish, — Mong Yu	42	32	28
Mullet, — Tai Yu	20	18	3
Oyster, — Shang Ho	23	18	22
Parrot Fish, — Kai Kung Yu	18	14	9
Perech, — Tan Lo	16	20	15
Pike, — Pa Pa Fong	10	13	9
Plaice, — Pan Yu	31	28	14
Pomfret, Black, — Hak Chong ...	28	28	29
Pomfret, White, Pak Chong	40	36	30
Prawns, — Ming Fa	45	36	45
Ray, — Tai Pa Sha	10	10	14
Rock Fish, — Shek Kan Kung ...	18	13	18
Roach, — Chiu Yu	32	22	16
Salmon, — Ma Yu	45	36	33
Shark, — Sha Yu	10	8	10
Skate, — Po Yu	18	10	10
Skipper, — Ha	24	23	35
Snapper, — Lap Yu	40	32	30
Sole, — Tai Sha Yu	32	28	28
Tench, — Wan Yu	28	28	18
Turbot, — Tso Hau Yu	20	18	22
Turtle, small, fresh water, —	80	40	—
Rock Yu	—	—	—

These were the primitive billiardists, because the word sounds very much like "billiard." Norman for "stick." Further we learn that the English "ballyards" is wonderfully like billiards.

Then, too, the game of billiards has been claimed by Greece as well as by Ireland, England France and Italy and in the travels of Anacharsis through Greece, 400 B. C., we are told that he noticed a game which from his description we would consider a fair sample of what the early billiards might have been.

MR. JUSTICE DARLING.
Those who have been deciding for Mr. Justice Darling that he is about to retire to leisure and a peacage will, I fancy (says home writer), have to wait a while for the fulfillment of their prophecies. Our witless judge is still remarkable for his forcefulness and obvious enjoyment of every minute he spends in work. He does, of course complete a quarter of a century on the bench on October 29, and reaches his 73rd birthday on December 6. The two anniversaries may be weighing with him for resignation, but he is hardly likely to decide on that course till late in the year.

U.S. "WET" SHIPS.
"PUSSYFOOT" JOHNSON'S ATTACK.

Mr. "Pussyfoot" Johnson, the Prohibition leader, has projected himself into a controversy over the sale of intoxicating liquors in United States Government ships with the announcement that when he sails for England he will depart in the British ship "Boytia," of the Cunard Line.

In a heated interview, Mr. Johnson denounces American ships as "boot leg barges." "It is true," he declared, "that British ships are 'wet,' but they are honest about it. In Europe it is constantly thrown up at me that American ships are full of liquor, and that we actually advertise the fact in Continental newspapers. It makes me so mad, I can't do anything but swear."

"The United States Attorney-General has ruled that this selling of liquor in American ships is unlawful just as murder or stealing in American ships is unlawful. I don't see how any self-respecting American can travel in them."

Mr. Johnson's attack on the Government coincides with the announcement that President Harding, after bringing the utmost pressure to bear on Congress to pass the Ship Subsidy Bill, has now given way to the extent of allowing it to be deferred till August. The Bill has been in great peril since the revelations concerning the sale of intoxicating liquors in American ships, caused the "dry" forces of Congress to present an ultimatum to the Administration either to accept an amendment refusing a subsidy to ships in which liquor is sold or to adopt a proposal for foreign ships carrying liquors.

The President is assured by the Shipping Board, as well as private owners, that American passenger ships cannot compete with foreign liners unless they are allowed to be "wet." But the dilemma has another horn. President Harding has received equally emphatic warnings to the effect that barring "wet" ships from American ports would not make them "dry," but would raise the prospect of great foreign lines deserting American ports permanently and bringing their ships to Canada.

Burnett's celebrated London Dry Gin

unique in character and flavour.

Gives that distinctive excellence to a
Cocktail.

Blends excellently with Watson's Stone
Ginger Beer.

Sole Agents:

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

'Phone 616.

Wm. Powell Ltd.
TELEPHONE 346

SALE

SPECIAL FOR FRIDAY ONLY

ALL REMAINING STOCK OF SALE SHOES

IN SIZES 2-24-7, TO BE CLEARED AT

HALF THE SALE PRICES.

IN THE LADIES' DEPARTMENT

REMNANTS OF LACES—TRIMMINGS—RIBBONS, ETC.

HALF PRICE.

The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, AUGUST 4, 1932.

WELL WATER.

Far from well is the state of our water supply, yet will not the authorities consent to the utilization of our wells. We are minded to support the Chinese in this matter, and to go against the Government, although we are against the Chinese in their previous opposition to the meter system. Had the Government got its way before, and a universal system of charging for water actually used, there would have been less waste, and more water now. That, however, is by. Our present problem is the immediate scarcity, and we think the suggestion to use the good wells to alleviate it was a good one. We suspect that the official arguments against it were exaggerated, and the risk of cholera a bogie to some extent. Some risk must be admitted—although it was not as generously admitted by the officials in the case of the recently discovered pollution of Kowloon water. Circumstances alter cases, and they also alter the tone of official arguments. Frequently this official attitude toward facts reminds us of an Irish story. When the British Government was granting relief for agricultural distress, the residents of one district submitted statistics of terrible deprivations and poverty. Not long after, when the same people wanted the Government to build a pier or something, they represented their district as a prosperous one whose development only needed some such encouragement to make it flourish as a garden. The official considering the second petition had a memory, and he fished out from a pigeon hole the previous statistics, and asked how the two representations could be reconciled. The Irish delegation was less embarrassed than he expected. "Those statistics," they retorted quite seriously, "were compiled for an altogether different purpose." Official

arguments in Hongkong have to be considered in the light of their purpose, you see. It is our strong impression that the last of our wells were not closed because their water was bad. It wasn't bad. Our government of that period had spent a lot of money on water supply. It imagined then that it had met the full requirements of the Colony. With an eye to revenue—a quite proper consideration—it thought it only fair that all should use the good water now available, and help to pay for it. People with access to good wells naturally would not contribute, so they closed the wells. We would excuse them for closing them again, once they are in a position to supply the public adequately; but in present conditions—which really are distressing to the proletariat—we cannot excuse them for opposing the re-opening of such wells as yield good water. It is not unlikely that the present conditions, if continued, will permit more outbreak of disease than tested wells would do. We urge a reconsideration of the position. No available supply of potable water should at present be despised.

LOCAL AND GENERAL.

The quarantine restrictions imposed against Hongkong by Amoy have been withdrawn.

The Rev. M. W. Shewell C. F. has been given leave from August 7 to August 12.

In view of the coming Typhoon season we call attention of our readers to the special value in Waterproof Coats being offered by Mackintosh & Co., Ltd. See advertisement on page one.

Mr. E. W. Hamilton yesterday afternoon concluded the preliminary hearing of the case against a young Chinese charged with the murder of his step mother on February 29, 1930. The accused was committed to stand his trial on the capital charge at the forthcoming Criminal Sessions.

The people of Shiu Hing, a town on the Northern bank of the West River in Kwong Tung, are suffering great privations at the present time owing to a serious flood. A special entertainment to raise funds for the relief of the sufferers has been organized by Mr. T. O. Ma, M.A., and will be held at the "Po Hing" theatre for three nights beginning on Aug. 7.

SHIP REQUISITIONING.

OWNERS' PETITION TO GOVERNMENT.

BIG SUM INVOLVED.

On behalf of eight steamship companies in Hongkong and Shanghai a petition was presented to the Legislative Council yesterday appealing to the Government to modify the provisions of the Bill relative to restricting the taking of legal proceedings in respect of certain acts and matters done during the war and to provide in certain cases remedies in substitution therefor.

The Bill came up for second reading, this being proposed by the Attorney-General and seconded by the Colonial Secretary.

The Attorney-General: Sir, Certain interested persons wish to be heard by counsel upon this Bill and I beg to move that they now be so heard.

The Hon. Mr. E. V. D. Parr: I second that.

The resolution was carried. Mr. C. G. Alabaster, with whom was Mr. W. E. L. Shenton (of Messrs. Deacon, Looker, Deacon and Harston) then addressed the Council. He said: May it please Your Excellency, and honourable members of the Legislative Council, I propose, with your permission, to follow the practice that was adopted when counsel was heard on the Rents Bill and read the petition which has been presented to day and supplement it, if necessary, by commenting on it as I read it.

H. E. the Officer Administering the Government: I think, perhaps, as a printed copy of the petition is in the hands of hon. members it will be unnecessary to read every word.

Mr. Alabaster: That will perhaps shorten it, but my instructions are to oppose this bill and protest in so far as it is possible to protest. This is a petition of a considerable number of steamship companies, some of which are registered in Hongkong and others in Shanghai. The shareholders are men and women of many different nationalities, some connected with the Colony and some wholly unconnected with it.

THE PETITION.

Counsel then read the salient paragraphs of the following petition: To the Honourable Mr. Claud Severn, L.L.D., the Officer Administering the Government of the Colony of Hongkong for the time being and to the Members of the Legislative Council of the Colony of Hongkong.

The humble Petition of—

Messrs. The Douglas Steamship Co., Ltd., owners of the Steamships "Haitan" and "Hainan"; Messrs. Moller and Co., (Shanghai), Ltd., of Shanghai, owners of the Steamships "Manapouri" and "Castelfield" (now called "Lindsay Moller" and "Ralph Moller" respectively); Messrs. Carmichael and Clarke, of Hongkong, representing the owners of the Steamship "Brisbane";

The Luen Hing Steamship Co., Ltd., of Hongkong, the owners of the Steamship "Phumpeh";

The Lai Hing Steamship Co., Ltd., of Hongkong, the owners of the Steamship "Telemachus";

The Po Shun Steamship Co., Ltd., of Hongkong, the owners of the Steamship "Haimun";

The Wollowra Steamship Co., Ltd., of Shanghai, the owners of the Steamship "Wollowra";

Un Ma Chuen of Hongkong, the owners of the Steamship "Lien Shing";

Sheweth as follows:

1. In or about the month of March 1918 the Government of Hongkong notified your Petitioners of their decision to bring the said Steamships under Hongkong Government Control. Your petitioners whilst protesting in every possible way did not oppose this action of the Government of Hongkong at the time, being contented, having paid under protest the moneys demanded, to leave the adjustment thereof to a later date as your Petitioners considered that their ships were required for furthering the interests of the British Empire in the late war and understood that moneys received by the Hongkong Government by reason of such action would after making adequate compensation to the owners be remitted to England and used in connection with the late war.

OWNERS' DISSATISFACTION.

2. On the 11th day of April 1918 our Solicitors Messrs. Deacon, Looker, Deacon and Harston addressed the following letter to the Honourable Colonial Secretary:—

11th April, 1918.

Sir,

We have the honour to address you with reference to the bringing under Government control of all steamers flying the British flag which have not yet been requisitioned for Imperial service, and whose ports of registry are either Hongkong or Shanghai.

We are instructed by the owners of the Steamships "Telemachus," "Phumpeh," "Haimun," "Brisbane," "Wollowra," "Manapouri," "Castelfield" and "Patriot" to represent their interests generally, and particularly as to the remuneration which the Government propose to any under the above scheme.

The owners have now had the advantage of considering the information which was imparted by the Assistant Colonial Secretary at the Meeting at the Sanitary Board Office held on the 28th March last, when they were informed that the Government propose to pay tramp Blue Book rates, as to one third thereof at an exchange of 2/ to the pound, and as to the balance at the rate of exchange of 1/ of the day of payment, plus 2/8 per ton for Eastern service and 5% on the net profits in consideration of the services of the owners in running the ships on behalf of the Government.

The owners instruct us they have also had a number of Meetings amongst themselves, at which the Government's proposals have been most carefully considered and discussed.

The owners have come to the conclusion that the remuneration offered by the Government is not only wholly inadequate but must result in a heavy loss to the owners.

Each of the owners has, in respect of his ship, made out a working account, based on the previous working expenses of his ship, and each individual item, although approximate only, can be substantiated by the owners' books, which books the owners are prepared to produce for inspection to the Government at any time.

We enclose herewith working accounts of the steamships "Telemachus," "Phumpeh," "Haimun," "Brisbane," "Wollowra," "Manapouri," "Castelfield" and "Patriot."

From a perusal of such working accounts it will be seen that when the remuneration proposed to be paid by the Government is placed against the working expenses, the result is a very substantial monthly loss in each individual case.

Unless the Government are prepared to very substantially increase the remuneration, bankruptcy or liquidation will be the inevitable outcome.

From a perusal of the working accounts, the result appears to be as follows:

S.S. "Telemachus" a monthly loss of \$3,211.63.
S.S. "Phumpeh" a monthly loss of \$4,735.73.
S.S. "Haimun" a monthly loss of \$2,849.69.
S.S. "Brisbane" a monthly loss of \$997.00.
S.S. "Wollowra" a monthly loss of \$1,205.50.
S.S. "Manapouri" a monthly loss of \$948.00.
S.S. "Castelfield" a monthly loss of \$595.75.
S.S. "Patriot" a very substantial loss in view of the requisition of the S.S. "Wollowra."

JAPANESE COMPETITION.

The owners desire us to represent as strongly as possible to His Excellency the Governor, the vital necessity of propounding a new scheme whereby a very much higher remuneration is allocated to the owners, and desire us to point out that it is most inequitable that the shipping trade of this Colony should be selected as the only industry to be taxed. It is well known and has often been pronounced by His Excellency the Governor that the shipping at Hongkong is the life blood of the Colony, that without shipping this Colony cannot exist.

The owners feel certain that His Excellency will appreciate the extraordinary competition which British shipping has to contend with in the Japanese shipping, that unless sufficient inducements are shown to British shipping enterprise the same cannot be expected to flourish. The owners consider that British shipping Companies should not be penalized in these times when Japanese shipping Companies are building up enormous reserves, and will, unless British shipping is well fostered, become invincible competitors in the not distant future, especially in the Far East.

In view of the working accounts enclosed herewith, in respect of which the owners invite full and complete investigation, the owners hope that His Excellency the Governor will see his way to very substantially increase the remuneration now offered.

The owners, whilst being desirous of assisting the Government in every possible way at this serious juncture, consider that their present request is not only reasonable, but such as they are justified in putting forward and

pressing under the present circumstances.

The owners desire to make a further request which they also deem of vital importance to their interests, which is that a representative from amongst their ranks be appointed by His Excellency the Governor to the sub-committee of the London Shipping Controller, and of his Deputy in the Far East.

This letter is written without prejudice to the owners' rights in every respect, and must not be construed as an admission in any way.

We have the honour to be,

Sir,

Your obedient servants,
(Sd.) DEACON, LOOKER,
DEACON & HARSTON.

The Hon. Colonial Secretary,

LETTER TO THE COLONIAL SECRETARY.

3. On the 19th day of April 1918 our said Solicitors addressed the following letter to the Honourable Colonial Secretary:—

19th April, 1918.

Re Hongkong Shipping Control Scheme.

Sir,—We have the honour to acknowledge receipt of your letter of the 15th instant, No. 1 in 3456/1916.

We have placed the above letter before our clients who are owners of the ships referred to in our letter of the 11th instant.

Our clients much regret that His Excellency cannot see his way to increase the proposed remuneration, because, as you state, His Excellency is at present bound by instructions from home, but our clients note with pleasure that His Excellency is prepared to assist our clients in every possible way.

Our clients are at present unaware under what legislative authority the above scheme is being carried out, and would be grateful for some enlightenment on the subject.

As far as we ourselves are aware, there are only two legislative authorities under which such a scheme could possibly be brought into operation and they are as follows:

(a) Under the Proclamation in the London Gazette of the 3rd August 1914, the Lords Commissioners of the Admiralty by Warrant under the hand of their Secretary, or under the hand of any Flag Officer of His Majesty's Navy holding any appointment under the Admiralty, are entitled to requisition and take for service any British ship or British vessel as defined in the Merchant Shipping Act 1894 within the British Isles or the water adjacent thereto, for such period or time as may be necessary, on condition that the owners of all ships and vessels so requisitioned shall receive pay for their use and for services rendered during their employment in the Government service and compensation for loss or damage thereby occasioned according to the terms to be arranged as soon as possible after the said ship has been taken up either by mutual agreement between the Lords Commissioners of the Admiralty and the owners, or failing such agreement, by the Award of a Board of Arbitration to be constituted and appointed for the purpose.

By a Proclamation in the London Gazette of the 13th August, 1914, certain persons were appointed to the Board of Arbitration contemplated by His Majesty's proclamation of the 3rd August 1914, and Lord Mersey was appointed as President and Mr. William Walton as Vice-President.

By an Order-in-Council dated the 28th of June 1917 by way of amendment of the Regulations called "the Defence of the Realm Regulations" under the Defence of the Realm (Consolidation) Act 1914 it is provided by Regulation 29 BBB:

1. That the Shipping Controller may make orders regulating and giving directions in respect of the nature of the trades in which ships are to be employed, the traffic to be carried thereon, and the terms and conditions on which the trade is to be carried, the ports at which cargo is to be loaded or discharged or passengers embark or disembark (including directions requiring ships to proceed to specified port for the purpose of loading or unloading cargo or embarking or disembarking passengers) the ports at which consignments of cargo are to take delivery thereof, the rates (maximum or minimum) to be charged for rates or hire of ships and the carriage of passengers, the form of bills of lading and other matters affecting shipping where it appears to the Controller necessary or expedient to make such order for the purpose of making shipping available to the needs of the country, in such manner as to make the best use thereof having regard to the circumstances at the time, provided that any order made under this Regulation shall have effect subject to any Regulations made or Orders given under Regulations 37, 38 or 39.

2. Any Order made under this Regulation may contain such provisions as to entry, inspection of books and documents or otherwise as may

appear to the Controller necessary or expedient for the purpose of his duties.

3. The Shipping Controller may by order or requisition require to be placed at his disposal, in order that they may be used in the manner best suited to the needs of the country, any ship, or any cargo space or passenger accommodation in any ship, or any rights under any charter, freight engagement, or similar contract affecting any ship and require ships so requisitioned to be delivered to the Controller or any person or persons named by him at such times and at such places as the Controller may require, where it appears to the Controller necessary or expedient to make any such order, for the purpose of making shipping available for the needs of the country in such manner as to make the best use thereof having regard to the circumstances of the time.

THE GOVERNMENT PROCLAMATION.

Such compensation shall be paid in respect of the use of the ship or cargo space or passenger accommodation requisitioned under this Regulation and for service rendered during the use thereof, and for loss or damage thereby occasioned as in default of agreement, may be determined by the Board of Arbitration constituted under Proclamation of the 3rd of August 1914 respecting the requisitioning of ships by the Admiralty.

(b) By a Proclamation published in the Hongkong Government Gazette on the 5th August 1914, bringing into operation the Order in Council of the 26th October, 1893, it is provided:

6. The Governor may require any person to supply any animals, vehicles, ships, boats, or other personal property belonging to or under the control of such person to the Government, if such property be required in aid of or in connection with the defence of the Colony, and, in default of the person supplying the same, may seize and take possession of and retain such animals, vehicles, boats, or other personal property for such purposes.

12. The Governor shall, out of the public funds of the Colony, pay to every person who shall be required to do any personal service by virtue of this Order such remuneration and to every person whose property shall be taken or temporarily taken possession of or removed or destroyed by virtue of this Order such compensation as shall be agreed on between the Governor and such person, and in default of agreement, such remuneration or compensation as shall be awarded by the Board hereinafter mentioned whose award shall be final.

13. For the purpose of determining the amount of any remuneration or compensation payable under this Order . . . the Governor shall appoint a Board consisting of five persons, of whom one shall be a Judge or Stipendiary Magistrate, two shall be officers either in the Civil Government of the Colony or in His Majesty's naval or military service and the other two shall be inhabitants of the Colony. All questions referred to the said Board shall in case of a difference of opinion, be decided by the votes of the majority of the members. The Judge or Stipendiary Magistrate shall be the Chairman of the Board.

Should the above scheme have been brought into operation under the powers contained in the Proclamation in the Hongkong Government Gazette of the 5th August 1914 bringing into operation the Order-in-Council of the 26th October 1893, in view of His Excellency being prepared to assist our clients in every way in his power, our clients feel justified in suggesting that His Excellency might be prepared to appoint a Board for the purpose of fixing the remuneration and compensation to be paid to the owners under the above scheme.

LOCAL ARBITRATION BOARD.

Should the above scheme have been brought into operation under the powers referred to in (a) above it is obvious from the decision in *The China Mutual Steam Navigation Co., Ltd. v. Macay* reported in 1918, L. K. B. page 331 that although the Board of Arbitration referred to in the Proclamation of the 3rd August 1915 might have powers to assess the remuneration on a requisition basis it clearly has no power to assess the remuneration and compensation under the above scheme consequently whether the above scheme has been brought into operation under the legislation referred to in (a) above or under other legislation not referred to in this letter or merely on the basis of negotiation our clients feel further justified in suggesting that His Excellency might possibly see his way to communicate with the Hon. Authorities and obtain the necessary power to appoint a Board of Arbitration here for the purpose of fixing the remuneration and compensation to be paid to the owners under the above scheme, and in the event of such a Board being appointed, our clients consider that their interest should be

fully represented on such a Board, and that they should have a full opportunity of placing their views before such Board. In connection with this suggestion, our clients desire to state that they do not consider that the present members of the Sub Committee here of the London Shipping Controller are in a position to fully or adequately represent our clients' interest or that they should be called upon to do so. Furthermore our clients feel that a local Board of Arbitration is essential as local conditions must be taken into consideration.

Our clients desire us to state that it is not their desire or intention to oppose or hinder the Government in any way but to secure for themselves a just, reasonable and adequate remuneration and compensation under the circumstances.

This letter is written without prejudice to the owners' rights in every respect and must not be construed as an admission in any way.

We have the honour to be,
Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON & HARSTON.

The Honourable Colonial Secretary.

4. On the 1st day of May 1918 our said Solicitors addressed the following letter to the Honourable Colonial Secretary:—

Encl.

1st May, 1918.

re The Hongkong Shipping Control Scheme.

Sir, We have the honour to enclose herewith copy of a letter which was received on the 25th April last by the Secretary of the Ship Owners' Protection Association of Hongkong from the Secretary of the Shipping Control Committee.

The enclosed letter received the consideration of the Committee of the Ship Owners' Protection Association of Hongkong this morning who have instructed us to state that in view of your letter of the 24th April last No. 2,186/1918 they prefer to address any communication which they may desire to make either to Mr. Fletcher or to Mr. Carey because unless they have a representative on the Shipping Control Committee they cannot see their way to make any communication to such Committee as they do not consider their interests are adequately represented or protected in regard to communications made to such Committee at this moment and they are of opinion having regard to what has recently taken place that they are justified in the position now taken up by them.

The Ship Owners' Protection Association of Hongkong desire to again put forward a request for representation on the Shipping Control Committee which the Ship Owners' Protection Association of Hongkong ventures to think now has the sympathetic support of certain members of the present Shipping Control Committee.

We have the honour to be,
Sir,
Your obedient servants,
(Sd.) DEACON, LOOKER, DEACON & HARSTON.

The Hon. Colonial Secretary.

ATTENTION NOT LEGAL.

5. The Ship Owners' Protection Association of Hongkong which was and is an Association for the protection of our interests with reference to the aforesaid Government control scheme were never permitted to have a representative on the Shipping Control Committee nor were we the individual shipowners represented whereas the Committee in question was substantially composed of representatives of Shipping Companies in direct opposition to us.

6. The said steamships were then and are now on the Hongkong or Shanghai registers. The position being as follows:

S.S. "Telemachus" Hongkong Register.
S.S. "Phumpeh" Hongkong Register.
S.S. "Haimun" Hongkong Register.
S.S. "Brisbane" Hongkong Register.
S.S. "Wollowra" Hongkong Register.
S.S. "Lien Shing" Hongkong Register.
S.S. "Manapouri" Shanghai Register.
S.S. "Castelfield" Shanghai Register.

7. Thereafter the said Steamships were taken under the said control and the Hongkong Government received in respect of their earnings large sums of money which sums the Government still retain against the will and consent of our Petitioners. Further your Petitioners know that the Hong Government do not require the said moneys and have so informed the Hong Government.

8. The said sums were not required in aid of or in connection with the defence of the Colony or of the Empire or used for the purposes of the prosecution of the war now happily ended.

(Continued on Page 8)

TO-DAY'S
ADVERTISEMENTSDIOCESAN GIRLS' SCHOOL,
KOWLOON.

THIS SCHOOL will re-open on
TUESDAY, September 12th.
Boards return on MONDAY,
September 11th.

The Head Mistress will interview
all new pupils during the week,
September 4th to September 8th,
between the hours of 10 a.m. and
1 p.m.

Prospectuses may be had on appli-
cation at the school.

C. A. FERGUSON,
Head Mistress.
Hongkong, August 4, 1922.

NOTICE.

THE Families of LI IP and SUNG
original and sole proprietors of
the CHY LOONG (PRESERVED
GINGER) Firm, give notice that they
have resumed the personal manage-
ment of this business and the use
of the "Cock" Trade mark (which
distinguishes the goods of this firm)
and that the Hop Shing Tong
(合盛堂) owned by Leung Chik Cho
(梁植初) and Chan Hon U (陳煥如)
to whom the same has for some time
past been leased and whose lease is
now forfeited have no longer any
right or authority in respect of the
business or the said mark.

Dated this 4th day of August, 1922.

PUBLIC AUCTION.

THE Undersigned have received in-
structions to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED)

ON
FRIDAY,

August 11, 1922, at 11 a.m.,
at Nos. 17 and 21, Pakhor Street,
Samshuipo.

About 1,200 BAGS RED RICE,
ex SS. "Chekiang" from Tourane
and Quinhon,
arrived 5th June, 1922.
Terms:—Cash on delivery.
HUGHES & HUGHES
Auctioneers.

FOR A WEEK STOMACH.

As a general rule all you need to do is
to adopt a diet suited to your age and
occupation and to keep your bowels
regular. When you feel that you have
eaten too much and when constipated,
take one of Chamberlain's Tablets. For
sale by all Chemists and Storekeepers.

DISASTROUS TYPHOON.

TWO LOCAL SHIPS
ASHORE.REPORTS INDICATE EXTENSIVE
DAMAGE.

This morning reports began to filter
through of a disastrous typhoon at
Swatow. Details, owing to the break-
down of communications, are very
meagre but extensive damage to that
port is indicated. The Tung Shing
and the Suan Tung are known to be
ashore, but at time of writing informa-
tion is lacking as to their condition.

The Tung Shing, belonging to the
Indo China Steam Navigation Co., is
a steel steamer and was built in 1903
by Messrs. Wigham Richardson and
Co. of Newcastle. Her gross tonnage is
1869 tons. Capt. Bateman is in com-
mand.

The Suan Tung is owned by the
China Navigation Co. for whom Messrs.
Butterfield and Swire are agents.
She has a tonnage of 2549 tons and
was built in 1915 by the Taikeo Dock-
yard and Engineering Co., Ltd.

Information as to the plight of these
vessels was first received by Messrs.
Jarvis Matheson and Co., who had a
message from the S.S. Kwaiyang which
read:

"Heavy typhoon at Swatow.
Extensive damage to properties and
heavy loss of native life. Pontoon
and godowns wrecked. Tung Shing
and Suan Tung and others badly
ashore. No means of working cargo."

This was the extent of the
information of the shipping companies
concerned this morning though the
Kwaiyang was stated to be in
wireless communication.

A little light was thrown on the
matter by the S.S. Proteus which
reported passing through very
much wreckage. Matches, life buoys
and deck house fittings were observed

TO-DAY'S
ADVERTISEMENT.HONGKONG LAWN TENNIS
ASSOCIATION.

THE SHIELDS will be presented
to the winners in the "A" and
"B" Divisions by Mrs. SEVERN on
SATURDAY, August 5th at the
Indian Recreation Club ground.
Exhibition Matches will be played
"The Rest" versus the winners in
each Division commencing at 4 p.m.

JOHN C. FLETCHER,
Hon. Secretary.

Hongkong, August 4, 1922.

TABAQUERIA FILIPINA
SALES

(Once in FOUR YEARS)

SMOKERS' REQUISITES 15%
CIGARS, CIGARETTES & TOBACCOS. 10%
B.A.T.'s GOODS—PRICES MODERATE.

(On the basis of Price-lists of July 1922.)

THREE WEEKS ONLY

(From 1st August to 21st August.)

STRICTLY CASH.

TABAQUERIA FILIPINA,

35 Queen's Road Central.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 cts. PER COPY.

CONTENTS.

	PAGE		PAGE
Domestic Occurrences	1	H.K. Hotel Defrauded	14
Leading Articles	1-5	"Domestic Tenement"	15
Cheap Trips to Hongkong	5	Murder of Mr. Chan Tat Sang	15
Local and General	5-6	The Master Mariner's Certificate	16-17
G. O. C. Sued	7	A Wiseman's Waiter	17
Wm. Powell Ltd.	7	E.A.S.M.A.	17
University Examinations	7	Last Night's Fire	18-20
The Water Shortage	7	Hongkong's Doings	20
Legislative Council	8-9	"Star" Single	20
Indemnity Bill	9	The Strike	21
Our Finance	9	Fatal Motor Accident	21
Obituary	9	Canton Situation	22
Sanitary Board	10	Practice of Medicine	23
A New Waterboat	10	Water Worry	23
Correspondence	11	Passages "on the Nod"	23
Dangerous Dynamiting	11	Busy Burglars	23
Forged Bank Note	12	Marine Misdoings	23
After Two Years	12	Special Cables	24
June Rainfall	12	Sport	24
Sanitary Again	12	"Did Her Best"	24
Children's Corner	13	Shipping Office Sensation	25
Hongkong Philatelic Society	13	Water Carriage System	25
Smuggled Arms	13	Local Share Market	26
The Lady	14	Rents Ordinance Case	27
Homeward Bound	14	Selling Arms	27

floating. At the time the vessel was
experiencing typhoon weather with
very angry seas and herself sustained
much damage.

VESSEL PUTS BACK.

The S.S. Hok Canton put back into
port yesterday on account of running
into bad weather. She reports a
typhoon and heavy seas off Macao.

NATIVE CASUALTIES.

Later in the day another message
was received from Swatow stating
that a severe typhoon struck that
place on Wednesday night, causing
heavy damage to property and loss of
life among natives. A high rise of

water caused two steamers to be
driven ashore. Numerous small
craft were damaged. At present the
weather is calm.

"HENRY KESWICK" TO LEAVE.

It is expected that the Hongkong
and Whampoa Dock Co's tug, "Henry
Keswick," will leave for Swatow this
evening.

"NANKING" HAS TROUGH
PASSAGE.

The China Mail s.s. "Nanking" is
alongside Hols Wharf. She reports
encountering a typhoon on the way
down from Shanghai.

"THE KID" COMES BACK.

Those who saw small Jackie Coogan
in "The Kid" will assuredly not wish
to let slip the chance of seeing the
cute little chap again in his second
big picture "Peck's Bad Boy," which
begins at the Coronet to day.
"Peck's Bad Boy" presents a deligh-
tful picture of happy, irresponsible
boyhood and a good deal of attrac-
tiveness is added to the film by the
intriguing titles written by Mr. Irvin
S. Cobb, the famous American
humourist. Mr. Cobb has written as
he imagines the young hero of the
film would talk and the result is
altogether charming.

FRIDAY — SATURDAY — SUNDAY

AUGUST 4 - 5 - 6

POSITIVELY THREE DAYS ONLY

MASTER

JACKIE COOGAN

"THE KID"

IN

"PECK'S BAD BOY"

USUAL PRICES

THE CORONET

COMMENCING
TO-DAY

at the

WORLD

JUSTINE
JOHNSTONE

IN

"BLACKBIRDS"

THIS COUNTESS STOLE FOR A LIVING

SHE BELIEVED THAT SOCIETY OWED HER A LIVING, AND SO SHE
BECAME THE MOST NOTORIOUS OF THE "BLACKBIRDS," A BAND OF INTER-
NATIONAL SMUGGLERS AND CROOKS.

THEN CAME ORDERS TO STEAL THE FAMOUS MADONNA IN THE HOME
OF AN AMERICAN MILLIONAIRE. DON'T LET REAL BIRDS OR ANY OTHER
BIRDS KEEP YOU FROM SEEING "BLACKBIRDS," IN WHICH LOVELY JUSTINE
JOHNSTONE PLAYS THE PART OF THE COUNTESS, THE SMUGGLERS' DECOY.

THE TELEPHONE HANDBOOK.

The Second issue of the TELEPHONE HANDBOOK will
be published on August 7th, 1922.

The TELEPHONE HANDBOOK consists of an up-to-date
and accurate index of Telephone Subscribers, the numbers
being given in sequence.

SPECIMEN PAGE.

Central-22	The Newspaper Enterprise Ltd., 5, Wyndham Street
do 22	"China Mail" (Newspaper), 5, Wyndham Street
Peak-22	Bridger, K. L., Residence, 35, Peak
Kowloon-22	Green Island Cement Co., Ltd., Cement Works, Hokun
Central-23	Jordan, Forsyth, Grove & Aubrey, Drs., Alexandra Buildings
Peak-23	Butterfield and Swire, Mr. H. W. Kent, Residence
Kowloon-23	Ye Fong Chan, 136, Temple Street, Yaumati
Central-24	Tak Shun Bank, 155, Queen's Road Central
Peak-24	Ball, A. Dyer, Residence, 51, The Peak
Kowloon-24	Dixon, H., Residence, 4, Lyceum Villas, Chatham Road
Central-25	Hongkong and Whampoa Dock Co., Aberdeen Dock, Aberdeen
Peak-25	Hongkong and Whampoa Dock Co., Chief Manager's Residence
Peak-25	Dyer, R. M., Residence

The TELEPHONE HANDBOOK has met a want which
has long been felt amongst users of the Telephone, as it
provides an easy means of ascertaining the name of the
Subscriber without the necessity of a search through the
ordinary alphabetical directory.

The TELEPHONE HANDBOOK costs \$1 per copy and
is sold on the strict understanding that on the publication
of a new one the old one will be returned to the publishers.
This proviso is made in the interests of Subscribers in view
of the frequent changes that take place.

ORDER.

THE HONGKONG DOLLAR DIRECTORY CO., 5, Wyndham St.

Please supply me with cop of the July-December
1922 issue of the Telephone Handbook at \$1 per copy. I agree to return
this copy to you on application when a new Handbook is published.

Cash enclosed \$.....

Name

Address

Tel. No.

LANE, CRAWFORD'S

BS' DEPARTMENT

GREAT CLEARANCE

SALE

FOR THIS WEEK ONLY.

FURTHER
REDUCTIONS.

LANE, CRAWFORD, LTD.

Columbia Grafonolas



Prices From \$60.00

ANDERSON'S

(Opposite City Hall)

THE BLUE BIRD CO.

Refreshment Parlour and Candy Store.

No. 16A D. s. Vieux Road, Central.

(Opposite to A. S. Watson Dispensary).

Large quantity in stock of Sego Evaporated Milk at 20 Cents per tin
Mackintosh Toffee, Caramel and
American Pine Nuts.

ROYAL SILK STORE.

Just Received New Consignment of Benares Real Gold and Silver
BROCADE for Trimming Dresses, Shoes and Scarfs.
We are the Only Dealers for the above Articles & Invite Your Inspection.
D. CHELLABAM, 36A, Queen's Road Central.

TRIALS SOLICITED BY
JAMES STEER
THE CHRONOMETER AND WATCH MAKER
(Contractor to H. M. Naval Yard.)
8, Ice House Street, HONGKONG

DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE

TEL. 482 In Hongkong and Kowloon. TEL. 3552

"KING GEORGE IV." WHISKY

THE TOP NOTCH
OF SCOTCH.

RIPE IN YEARS

RARE IN QUALITY.

The Distillers Company,
Limited.

Edinburgh.



SOLE AGENTS:-

GANDE, PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS,
Tel. No. 135. 5, QUEEN'S ROAD CENTRAL
HONGKONG

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings:—To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only)
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 2 p.m. only)

Further information may be obtained at the Company's Office, 4A Des Voeux Road Central, Messrs. Tins, Cook & Son, or the American Express Company, Hongkong.

DODWELL & COMPANY, LTD.

NEW YORK BERTH
FOR NEW YORK AND BOSTON

S.S. "EGREMONT CASTLE"Sailing on or about 8th August.
S.S. "DAVID CASTLE"Sailing middle of September.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA"Sailing on or about 10th August.
FOR BRINDISI, VENICE, AND TRIESTE.

S.S. "TRACIA"Sailing on or about 5th Sept.
Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA TO
SOUTH AFRICAN PORTS

S.S. "UMONA"Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOEN KAISEI.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP & HAMBURG, MARSEILLES—Monthly direct service via Singapore and Port Said.

ARGUN MARUMonday, 14th August

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban & Cape Town via Singapore. Passenger Service.

OSAKA MARUTuesday, 22nd August

COCHIN & COLOMBO—Regular fortnightly service via SINGAPORE.

HONOLULU MARUTuesday, 8th August

PEI & HANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER service.

BUSHO MARUFriday, 1st September

CALCUTTA—Fortnightly service via Singapore, Penang and Rangoon.

ANNAN MARUSaturday, 6th August

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Taking cargo to OVERLAND POINTS U.S.A. Canada. Passenger Service.

MANILA MARUSaturday, 6th August

NEW YORK via PANAMA.

HAGUE MARUSaturday, 13th August

NEW ORLEANS via SUEZ.

SUMATRA MARUThursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

ALBA MARUSunday, 2nd Sept.

KEELUNG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

ONSHU MARUSunday 6th August.

TAKAO via SWATOW and AMOY.

SOBU MARUThursday, 10th Aug.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 4080.

BOSTON & NEW YORK

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE
(OCEAN S.S. CO., LD & CHINA MUTUAL S.S. CO., LD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "EUMARUS"via Suez Canal 5th August.

S.S. "TELEMACUS"via Suez Canal 15th August.

S.S. "CITY OF BAGDAD"via Suez Canal 25th August.

Passengers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

(JOHN SWIRE & SON, LTD.)

HONGKONG & CANTON REIMS & CO., CANTON.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two slipways and can accommodate any craft of 500 tons long.

Two Offices: 51, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipped: Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 2.
Repairs: furnished on application.

Hongkong, April 1, 1912.

SHIPPING

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England.
Via SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VANCOUVER & MONTREAL.

From Hongkong.	Due Vancouver.	From St. John.	Due England.
E/Russia Aug. 10	Aug. 28	E/France Sept. 5	Sept. 13
E/Australia Aug. 24	Sept. 11	E/Scotland Sept. 19	Sept. 28
E/Asia Sept. 7	Sept. 25	E/France Oct. 3	Oct. 10
E/Canada Sept. 21	Oct. 9	E/Scotland Oct. 17	Oct. 24
E/Russia Oct. 5	Oct. 23	E/France Oct. 21	Nov. 6
E/Australia Oct. 19	Nov. 6	E/Scotland Nov. 14	Nov. 21

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Transcontinental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.
Hongkong Office. Telephone 752. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

(INCORPORATED IN U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "CHINA" "NILE" "GORJISTAN"
"ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. \$277.07
Maximum Rate U.S.G. \$620.50
First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU.

S.S. "NANKING" S.S. "CHINA" S.S. "NILE"
August 10th. September 16th. September 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"
on or about August 22nd. August 7th 10 a.m.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURBIDGE, GENERAL AGENT
PRINCE'S BUILDING, Telephone, Passenger Dept. No. 1934. Cable add. "CHINA MAIL"
ICE HOUSE STREET, TEL. FREIGHT DEPT. & AGENT. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State Rooms and Saloons. Kitchens outside.

SWATOW, AMOY & FOCHOW.

AND RETURN.

(Occupying 9 to 10 Days)

HAIPHONGCapt. W. C. Passmore. SATURDAY, 5th Aug. at 1 p.m.
HAICHINGCapt. J. S. Thomson. TUESDAY, 8th Aug. at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LARPAK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, LAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, direct or with transshipments to CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
MARINE ALBERT.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF MANCHESTER" 28th August (Marseilles, London, Antwerp, and Hamburg).

Subject to change without notice.

For particulars of freight and passage rates apply to—

TO REIMS & Co. Calcutta
General Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
AMOY AND SHANGHAI	SHANGHAI	TO-day	
HOIHOW, PAKHOI AND HAIPHONG	SHANGHAI	August 6th	10 p.m.
SHANGHAI AND TRINGTIAO	SHANGHAI	August 6th	4 p.m.
SWATOW AND AMOY	SHANGHAI	August 6th	9 a.m.
SWATOW, SHANGHAI AND TRINGTIAO	SHANGHAI	August 6th	3 p.m.
WEIHAWEI, CHEFOO & TIENTSIN	SHANGHAI	August 6th	3 p.m.
AMOY AND SHANGHAI	SHANGHAI	August 6th	3 p.m.
SHANGHAI AND TRINGTIAO	SHANGHAI	August 10th	9 a.m.
MANILA, OBU AND HIOLO	SHANGHAI	August 12th	4 p.m.
	SHANGHAI	August 13th	4 p.m.

BANGKOKDOKI SAMUD.....To-morrow
Saloon accommodation available. Electric Fans in Saloon and State Rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Yantai (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly Service to and from Bangkok via Swatow.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

(John Swire & Sons Ltd.)

AGENTS.

Telephone No. 28.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

"Apus"Due Hongkong 19th August.
"West Ivan"Leave Hongkong 21st August.
"Dewey"Leave Hongkong 1st Sept.
"Dewey"Leave Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA,
SAMARANG AND SOURABAYA.

"Bearport"Due Hongkong 11th August.
"Dewey"Leave Hongkong 13th August.
"Dewey"Leave Hongkong 1st Sept.
"Dewey"Leave Hongkong 3rd Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO

STRUTHERS & BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-INDO-CHINA-TRAITS AND JAVA.

1st Floor, Powell's Building, Phone No. 3035.

G. P. BRADFORD, Sec.-Agent.

HAMBURG-AMERIKA LINE

M/V "RHEINLAND"Loading about 5th August for Rotterdam and Hamburg etc.
S/S "EMDEN"Loading about 28th August for Valencia, Rotterdam and Hamburg etc.

M/V "HAVELLAND" .. Due August from Rotterdam & Hamburg etc.

AGENTS:

ARNHOLD BROTHERS & CO., LTD.,
14, Chater Road. Phone No. 1500.

Canton—Carlson & Co. Macao—A. A. de Mello.
Swatow—Gebrüder Böse. Amoy—Fassag & Co.
Fochow—Siemssen & Krohn. Manila—E. Viegelmann & Co.

COLUMBIA PACIFIC SHIPPING CO.

(Operated for a/c of U. S. Shipping Board)

VESSELS	DUE HONGKONG	SAILING
"WEST BEATS"	about 10th Aug.	about 11th Aug.
"WEST KADER"	about 22nd Sept.	

ARNHOLD BROTHERS & CO., LTD.
14, Chater Road. Phone 1500.

KERR STEAMSHIP CO. INC. N.Y.

REGULAR MONTHLY SERVICE Between

JAPAN, CHINA, MANILA AND NEW YORK
via PANAMA CANAL.

Steamer	From	Expected	Sailing	For
"TILTHORN"	New York	Aug. 1st.		

For Freight and Further Particulars apply to

SHEWAN, TOMES & CO.,

Agents.

THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT
INSURANCE AGENTS.

BANKERS.

Tickets issued, Letters of Credit and Circular Notes Issued and Cashed.
"FAR EASTERN TRAVELLERS' GAZETTE"
free on application.

150 OFFICES THROUGHOUT THE WORLD 150

HONGKONG, SHANGHAI, TIENTSIN, PEKING & YOKOHAMA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

Local Address:—Hongkong Hotel Building,

HONGKONG.

Telegraphic Address:—"COUPON" Telephone 524-D

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

FROM SHANGHAI.

Sept. 11.—B. F. Teirocas.

FROM JAPAN.

Aug. 15.—B. F. Ningchow.

29.—P. & O. Devonha.

Sept. 4.—B. F. Machon.

12.—P. & O. Kalyan.

16.—P. & O. Macedonia.

Oct. 10.—P. & O. Plassy.

FROM MANILA.

Aug. 11.—S. & B. Bearport.

16.—E. A. Eastern.

25.—B. F. Ixion.

Sept. 1.—S. & B. Dewey.

15.—B. F. Talhybuis.

FROM SINGAPORE.

Aug. 11.—S. & B. Bearport.

Sept. 1.—S. & B. Dewey.

FROM CALCUTTA.

Aug. 6.—B. I. Gregory Apar.

13.—B. I. Taksada.

FROM MELBOURNE AND SYDNEY.

Aug. 5.—A. O. Changaba.

17.—N.Y.K. Tango Maru.

FROM PORTLAND.

Aug. 10.—Col. Pac. S. West Kads.

Sept. 2.—Col. Pac. S. West Kads.

FROM VANCOUVER.

Aug. 10.—B. F. Ixion.

17.—O.P.S. Empress of Asia.

21.—B. F. Talhybuis.

Sept. 21.—B. F. Tyndarus.

FROM VICTORIA.

Aug. 13.—B. F. Ixion.

FROM NEW YORK.

Aug. 21.—B. F. Emaus.

Sept. 1.—B. F. Ajax.

FROM SAN FRANCISCO.

Aug. 7.—T.K.K. Shinyo Maru.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	6,684	16th Aug.	MARSHALLS, LONDON & A'warp.
"SICILIA"	6,702	19th Aug.	do.
"JEYPORE"	6,780	29th Aug.	do.
"DEVANHA"	6,692	30th Aug.	MARSHALLS, LONDON & A'warp.
"NOVARA"	6,650	13th Sept.	do.
"MADEIRA"	10,512	27th Sept.	do.
"KALYAN"	6,987	11th Oct.	MARSHALLS, LONDON & A'warp.
"DONOLA"	6,656	26th Oct.	do.
"KHYBER"	6,000	8th Nov.	do.
"NAVKIN"	7,000	22nd Nov.	do.
"KARMA"	6,000	6th Dec.	do.
"KASHGAR"	7,303	3rd Jan. 1923	do.

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	6,658	19th August	Calcutta via Straits and Penang.
---------	-------	-------------	----------------------------------

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	5th August	Manila, Thursday, Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
-----------	-------	------------	---

Frequent connections from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	6,702	16th Aug.	Shanghai.
"GREGORY APCAR"	4,649	7th Aug.	Amoy, Shanghai and Kobe.
"NOVARA"	6,650	13th Aug.	Shanghai and Japan.
"TAKADA"	6,949	15th Aug.	Shanghai and Japan.
"KALYAN"	6,987	29th Aug.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Hongkong must defray their own hotel expenses at Singapore while waiting for the on carrying steamer.
*In Saloon Passengers may travel by P. & O. Company's steamers between Singapore and (Calcutta or Singapore and Madras) in lieu of the section of their P. & O. tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Messing not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passage Fares, Freight, Handbooks, etc., apply to Cargo only.

MACKINNON, MACKENZIE & CO
22, Des Vaux Road Central, HONGKONG Agents.

E. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.

T. K. K. TOYO KISEN KAISHA.

Reduced Fare to Europe U.S.G. \$20.50 First Class throughout.
HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	22,000	August 14th.
PERIA MARU	22,000	August 15th 10.30 a.m.
TAIYO MARU	22,000	Sept. 8th.
SIBERIA MARU	22,000	Sept. 23rd.
KOREA MARU	22,000	Oct. 18th.

*Calling at Keelung.
*Calling at Keelung.
*Calling at Keelung.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO SALINA CRUZ, BALBOA, CALLAO, MOLLENDU,
ARICA AND IQUIQUE.
THENCE BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	17,500	Sept. 13th.
ANYO MARU	18,000	Oct. 9th.
SEIYO MARU	18,000	Nov. 18th.

For full information regarding passengers, freight and sailing, apply to:-
Y. TSURUMI, Manager, King's Building, Tel. Nos. 3774 & 3775
Agents at Canton; Messrs. T. E. GRIFFITH LTD.

THE "CHINA MAIL."

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$30 per annum - per quarter and per month - see rates.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 15 cts. per copy.

THE CHINA MAIL

NOTICE TO SHIPPERS AND PASSENGERS.

DIRECTED BY THE
CHINA COAST, ETC.

SWATOW.
Aug. 6.-O.S.K. Onbu Maru.
7.-O.M. Armanostan.
8.-O.N. Kiangchow.
9.-O.S.N. Yatsing.
10.-O.S.N. Tungshing.
11.-O.L. Hanching.
12.-O.N. Kiangchow.
13.-O.S.K. Sochu Maru.

AMOI.
Aug. 6.-O.S.K. Onbu Maru.
7.-O.M. Armanostan.
8.-O.N. Kiangchow.
9.-O.S.N. Yatsing.
10.-O.S.N. Tungshing.
11.-O.L. Hanching.
12.-O.N. Kiangchow.
13.-O.S.K. Sochu Maru.
14.-O.N. Sochu Maru.

FOOCHOW.
Aug. 8.-D.L. Hanching.

SHANGHAI.
Aug. 5.-P.O. Sicilia.
6.-O.N. Shan'ung.
7.-O.S.N. Tungshing.
8.-O.N. Hanching.
9.-O.S.N. Tungshing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

BOMBAY AND COLOMBO.
Aug. 8.-M.M. Andre Lebon.
9.-O.S.K. Sicilia.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

INDIAN PORTS, ETC.
Aug. 5.-O.S.K. Andre Lebon.
6.-O.S.K. Sicilia.
7.-O.S.N. Tungshing.
8.-O.S.N. Tungshing.
9.-O.S.N. Tungshing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

SYDNEY AND MELBOURNE
Aug. 10.-A.O. Changela.
11.-N.Y.K. Kiyomaru.
12.-N.Y.K. Kiyomaru.
13.-N.Y.K. Kiyomaru.
14.-N.Y.K. Kiyomaru.
15.-N.Y.K. Kiyomaru.
16.-N.Y.K. Kiyomaru.
17.-N.Y.K. Kiyomaru.
18.-N.Y.K. Kiyomaru.
19.-N.Y.K. Kiyomaru.
20.-N.Y.K. Kiyomaru.
21.-N.Y.K. Kiyomaru.
22.-N.Y.K. Kiyomaru.
23.-N.Y.K. Kiyomaru.
24.-N.Y.K. Kiyomaru.
25.-N.Y.K. Kiyomaru.
26.-N.Y.K. Kiyomaru.
27.-N.Y.K. Kiyomaru.
28.-N.Y.K. Kiyomaru.
29.-N.Y.K. Kiyomaru.
30.-N.Y.K. Kiyomaru.

JAPAN PORTS.
Aug. 6.-B.I. Gregory Apcar.
7.-O.S.N. Tungshing.
8.-O.S.N. Tungshing.
9.-O.S.N. Tungshing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

TEIKINGTO.
Aug. 6.-O.S.K. Onbu Maru.
7.-O.M. Armanostan.
8.-O.N. Kiangchow.
9.-O.S.N. Yatsing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.

WEIHAIWEI.
Aug. 8.-O.N. Kueichow.

TIENSIN.
Aug. 5.-O.S.N. Chingching.
6.-O.S.N. Kueichow.

NINGPO.
Aug. 11.-O.S.N. Waishing.

KEELUNG.
Aug. 6.-O.S.K. Onbu Maru.
7.-O.M. Armanostan.
8.-O.N. Kiangchow.
9.-O.S.N. Yatsing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.

PAKHOL.
Aug. 6.-O.N. Kaifong.

CHEFOO.
Aug. 8.-O.N. Kueichow.

HAIPHONG.
Aug. 6.-O.N. Kaifong.
7.-O.M. Andre Lebon.
8.-O.S.K. Amboise.

HOIHOW.
Aug. 6.-O.N. Kaifong.

HAIPHONG VIA HOIHOW.
Aug. 5.-O.S.N. Minsang.

SAIGON.
Aug. 8.-M.M. Andre Lebon.
9.-O.S.K. Amboise.
10.-O.S.K. Bushu Maru.

BANGKOK.
Aug. 7.-O.S.N. Yatsing.
8.-O.S.N. Kueichow.
9.-O.S.K. Bushu Maru.

SINGAPORE.
Aug. 5.-N.Y.K. Haruna Maru.
6.-O.M. Armanostan.
7.-K.P.M. Van Overstraten.
8.-B.F. Glacius.
9.-M.M. Andre Lebon.
10.-P.O. Lakto Maru.
11.-N.Y.K. Akira Maru.
12.-B.F. Argon Maru.
13.-P.O. Sardinia.
14.-P.O. Sardinia.
15.-P.O. Sardinia.
16.-P.O. Sardinia.
17.-P.O. Sardinia.
18.-P.O. Sardinia.
19.-P.O. Sardinia.
20.-P.O. Sardinia.
21.-P.O. Sardinia.
22.-P.O. Sardinia.
23.-P.O. Sardinia.
24.-P.O. Sardinia.
25.-P.O. Sardinia.
26.-P.O. Sardinia.
27.-P.O. Sardinia.
28.-P.O. Sardinia.
29.-P.O. Sardinia.
30.-P.O. Sardinia.

NOTICES TO CONSIGNEES.
THE KERR STEAMSHIP CO. INC.

"TILTHORN"

having arrived from New York via ports on 1st August, consignees are hereby notified that their cargo will be landed into the Godowns of Hongkong and Kowloon Wharf and Godown Co. and stored at their risk and expense.

All claims must be presented within thirty days after steamer's arrival here, after which they will not be recognised.

No claims will be accepted after the Goods have left the Godowns and cargo undelivered on or after the 8th inst. will be subject to rent.

No Fire Insurance will be effected. Consignees are requested to send in their Bill for Counter-signature immediately to

SHEWAN, TOMES & CO., Agents
Hongkong, August 2, 1922.

PHILIPPINE ISLANDS, ETC.

MANILA.
Aug. 5.-O.S.N. Loozon Maru.
6.-O.S.N. Loozon Maru.
7.-O.S.N. Loozon Maru.
8.-O.S.N. Loozon Maru.
9.-O.S.N. Loozon Maru.
10.-O.S.N. Loozon Maru.
11.-O.S.N. Loozon Maru.
12.-O.S.N. Loozon Maru.
13.-O.S.N. Loozon Maru.
14.-O.S.N. Loozon Maru.
15.-O.S.N. Loozon Maru.
16.-O.S.N. Loozon Maru.
17.-O.S.N. Loozon Maru.
18.-O.S.N. Loozon Maru.
19.-O.S.N. Loozon Maru.
20.-O.S.N. Loozon Maru.
21.-O.S.N. Loozon Maru.
22.-O.S.N. Loozon Maru.
23.-O.S.N. Loozon Maru.
24.-O.S.N. Loozon Maru.
25.-O.S.N. Loozon Maru.
26.-O.S.N. Loozon Maru.
27.-O.S.N. Loozon Maru.
28.-O.S.N. Loozon Maru.
29.-O.S.N. Loozon Maru.
30.-O.S.N. Loozon Maru.

SANDAKAN.
Aug. 14.-O.S.N. Mausang.

JAVA PORTS, ETC.
Aug. 7.-O.M. Armanostan.
8.-K.P.M. Tjilatjap.
9.-O.S.N. Tjilatjap.
10.-O.S.N. Tjilatjap.
11.-O.S.N. Tjilatjap.
12.-O.S.N. Tjilatjap.
13.-O.S.N. Tjilatjap.
14.-O.S.N. Tjilatjap.
15.-O.S.N. Tjilatjap.
16.-O.S.N. Tjilatjap.
17.-O.S.N. Tjilatjap.
18.-O.S.N. Tjilatjap.
19.-O.S.N. Tjilatjap.
20.-O.S.N. Tjilatjap.
21.-O.S.N. Tjilatjap.
22.-O.S.N. Tjilatjap.
23.-O.S.N. Tjilatjap.
24.-O.S.N. Tjilatjap.
25.-O.S.N. Tjilatjap.
26.-O.S.N. Tjilatjap.
27.-O.S.N. Tjilatjap.
28.-O.S.N. Tjilatjap.
29.-O.S.N. Tjilatjap.
30.-O.S.N. Tjilatjap.

INDIAN PORTS, ETC.
Aug. 5.-O.S.K. Andre Lebon.
6.-O.S.K. Sicilia.
7.-O.S.N. Tungshing.
8.-O.S.N. Tungshing.
9.-O.S.N. Tungshing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

CALCUTTA.
Aug. 5.-O.S.K. Andre Lebon.
6.-O.S.K. Sicilia.
7.-O.S.N. Tungshing.
8.-O.S.N. Tungshing.
9.-O.S.N. Tungshing.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

BOMBAY AND COLOMBO.
Aug. 8.-M.M. Andre Lebon.
9.-O.S.K. Sicilia.
10.-O.S.N. Tungshing.
11.-O.S.N. Tungshing.
12.-O.S.N. Tungshing.
13.-O.S.N. Tungshing.
14.-O.S.N. Tungshing.
15.-O.S.N. Tungshing.
16.-O.S.N. Tungshing.
17.-O.S.N. Tungshing.
18.-O.S.N. Tungshing.
19.-O.S.N. Tungshing.
20.-O.S.N. Tungshing.
21.-O.S.N. Tungshing.
22.-O.S.N. Tungshing.
23.-O.S.N. Tungshing.
24.-O.S.N. Tungshing.
25.-O.S.N. Tungshing.
26.-O.S.N. Tungshing.
27.-O.S.N. Tungshing.
28.-O.S.N. Tungshing.
29.-O.S.N. Tungshing.
30.-O.S.N. Tungshing.

LOS ANGELES.
Aug. 21.-S. & B. West Ivan

Metropolitan-Vickers Electrical Export Co., Ltd.

ELECTRICAL PLANT AND ACCESSORIES
OF ALL DESCRIPTIONS.

SOLE DISTRIBUTORS IN CHINA & HONGKONG.
ARNHOLD BROTHERS & Co., Ltd.
1A, Chater Road. Phone 1500.

SHIP REQUISITIONING.

(Continued from Page 4.)

9. In the Financial Statement for the month of February 1921 published in the Gazette of the 27th May, 1921, under the heading "Liabilities" is the item "Shipping Control Account \$2,231,204.11."

10. The retention of the said sum by the Government is not warranted by any Act of Parliament, Ordinance, Order-in-Council, Royal Prerogative or other lawful authority.

HOTEL, FLATS AND UNIVERSITY.

11. In these circumstances and as a test case a statement of claim was filed on the 6th December, 1919, by the Ship Owners' Protection Association through the owners of the Steamship "Wollwra" for the recovery of \$596,672 3/4, the profit retained by the Government in respect of the use of that ship.

12. On the 19th day of January, 1920 the then Honourable the Colonial Secretary, being aware that this was not an isolated claim but a test claim brought by one only of your Petitioners to test the legality or otherwise of the action of the Government of Hongkong, made the following statement in the Legislative Council (1920 Hansard p. 8):

"With regard to the European Community, I will deal first with the proposal I laid down before the Council for building a hotel and flats in Kowloon. We had money for the work, or thought we had, and things had reached the stage of making preliminary plans, when the owners of vessels requisitioned under the local scheme brought themselves that there was no reason why the profits made under this scheme should be devoted to improvements beneficial to the Colony, such as providing hotel and housing accommodation and also extending facilities for education among the various classes of the community. They saw no reason why the money should be devoted to those purposes, but thought that the money should come back into their own pockets. I must leave the community of this Colony to judge which is the better way of disposing of profits, which may be considered war profits, and which would have gone at home into the Imperial Exchequer. The Government in view of the action taken, which may in time come before the

Courts, do not feel in a position to spend any of those profits on the proposals until the Courts have finally dealt with the matter. Therefore the Colony has been deprived of what it urgently needs—hotel accommodation and money which might have been advanced for the purpose of building houses when the scheme of building flats was given up. The University also has been deprived of a quarter of a million of dollars and education generally of a sum of five lakhs of dollars."

ACTIONS COMMENCED.

13. Subsequently on the 25th August, 1920, the Government consented to the case being postponed until the return of the then Acting Colonial Secretary—Mr. Fletcher—to the Colony. On the 6th June, 1921, the Crown Solicitor by letter to your Petitioners Solicitors stated that the condition of postponement until Mr. Fletcher's return was then still insisted on by the Government.

14. Your Petitioners learn that it is the intention of the Government to introduce a Bill into the Legislative Council to prevent the recovery of the said moneys by your Petitioners. Separate actions have now been commenced in the Supreme Court of Hongkong on behalf of all ships concerned.

15. Your Petitioners are aware that it is not unusual after wars for Acts to be passed protecting persons who have acted in good faith and in the supposed execution of their duties from pains, penalties and punishment for actions not warranted by the law, but your Petitioners point out that your Petitioners' claims have never been for damages but are merely for the return of money standing to the credit of the Shipping Control Account which were not required for the purposes of the war and which were obtained by the use of their ships. They desire respectfully to point out that the effect of the Bill if passed would be to authorise the seizure in the year 1922 at a time when shipping is depressed and freights are low of the moneys of British Companies who are competing with alien companies which were enabled to build up Reserves during the war, through not being financially controlled. Your Petitioners state that not only is shipping depressed and freights low but that it is practically impossible to operate their ships at a profit. The Steamships "Castfield" and "Manapouri" have already been laid up and unless some financial assistance is

forthcoming many more will have to be laid up.

16. The result of the control caused a substantial financial loss in the case of several of the controlled ships and the officially audited accounts showing this loss have been submitted to the Hongkong Government and are as follows:

S.S. "Manapouri".....\$42,359.67
S.S. "Castfield".....19,134.44
S.S. "Brisbane".....89,017.54
S.S. "Pheumphen".....10,488.55
S.S. "Telemaehua".....36,319.62
S.S. "Haimon".....13,687.38

17. Your Petitioners desire also to point out that the needs of the Government for housing and education should be met by what amounts to a special levy on certain small shipowning Companies, a large proportion of whose shareholders are resident elsewhere than in the Colony. It appears to your Petitioners that the Government of Hongkong are attempting to tax a small branch of the community of this Colony for social improvements of indirect legislation, many of the contributors being entirely unconnected with the Colony of Hongkong.

"UNJUST, INEQUITABLE UNFAIR."

18. Your Petitioners desire to point out that the only commercial and industrial interests in this Colony which were put under Government Control and whose profits were impounded by the Government during the war were the shipping interests, whilst all other commercial and industrial interest including Docks and Marine Insurance Companies, both of which made large profits from shipping operated under Blue Book rates, were permitted to take and retain their profits.

19. Your Petitioners desire to protest against competition tendered by the proposed Ordinance stating that the same is wholly inadequate.

20. Your Petitioners desire to further point out that negotiations have for some time past been proceeding with the Government of Hongkong and a tentative proposal was made to your Petitioners which met with your Petitioners' approval, but notwithstanding such approval the Government have, after consulting the Unofficial Members of the Council, withdrawn their proposal.

21. Your Petitioners therefore urge that the Bill be so modified as to save the rights of all your Petitioners to prosecute their claims unimpaired in the Courts or in the alternative to distribute the aforesaid sum of \$2,231,204.11 rateably amongst your Petitioners. For in its present form the Bill is in the opinion of your Petitioners unwarranted, unjust, inequitable and unfair and represents an attempt to tax ships not registered in this Colony.

And your Petitioners will ever pray

Dated this Third day of August, 1922.

Douglas LaPraik and Co.,
General Managers.
Douglas Steamship Co., Ltd.
For Moller and Co., (Hongkong), Ltd.
T. Orton,
Director,
Agent for Moller and Co. (Shanghai), Ltd.
For The Brisbane S. S. Co. Ltd.,
Carmichael and Clarke,
Managers.

Luen Hing S. S. Co., Ltd.,
Li Koon Ohng,
Managing Director.
Lai Hing S. S. Co., Ltd.,
Li Koon,
Managing Director.
Chop of The Po Shun S. S. Co., Ltd.,
Hongkong.
Pang Kok-ai,
Secretary.
Wollwra S. S. Co. Ltd.,
By Attorney,
S. T. Williamson.
Un Man Chuen,
By Attorney,
Lau Hi-nam.

MR. ALABASTER'S SPEECH.

Referring the quotation in the petition from a speech by the present Officer Administering the Government, Mr. Alabaster said:—"The speech shows that after the war, in 1920, the Government was still retaining these profits, made out of shipping control, and that they were proposing to spend them on purposes in no way connected with the war." He continued:

On the first reading of the Bill the learned Attorney-General pointed out that at the time when the ships were first brought under control the whole Empire was fighting for its national existence. Many things had to be done for which no strict legal justification could be found, the occasion being urgent and the conditions new. The comment of your Petitioners on that is that the moneys which you now hold have not been used for the purpose of protecting our national existence. They are not asking for damages, they are not asking for the moneys you have spent, but they are asking to have back the moneys you have left over and which they say you illegally took. The learned Attorney-General stated that the great majority of shipowners in the United Kingdom accepted the terms which the Government offered, which were Blue Book rates. That was not so. They were compelled to accept those rates as the result of a Bill passed through both Houses of Parliament early in the war, and not as any part of post-war legislation. The Attorney-General also pointed out, and he made a great point of this in his speech that the Government took the risk of any dangers to the ships due to the operations of war. Our reply to that is this: that the Government very wisely insured our ships with underwriters and paid, as premiums, part of the profits that they obtained by running our ships. We are not asking for the return of those premiums; we are only asking for the money left over. The learned Attorney-General stated that at one time the Government did offer the Imperial Government the whole of the collections from this requisition fund if they would accept the war risk, and the Imperial Government refused to do so. Why? The Imperial Government obviously did not wish to accept responsibility for an action which was in its inception and throughout its career, entirely illogical and unjustified. The Government at Home would have accepted no further risks than the Government did here, for they would have insured their ships and paid the premiums out of the very large profits they made. It is now proposed, we learn from the

learned Attorney-General's speech on the first reading of the Ordinance, not to spend this money as was originally intended on hotels, flats, universities and other schemes but to redeem part of the war loan. The money was not collected by the Government for that purpose and to state now that we will use this money instead of other money which would have been allocated to the redemption of war loan in order to make it appear as if this money will in some way be connected with the war, is, I submit, window dressing. It does not alter the character of the goods at all if you re-arrange them in your window in order to make them appear more attractive. The wrong that has been done to these people remains. Their ships were taken, the Government made profits and the owners have been reduced to very dire straits as a result of that and they do ask that, either they be given these moneys back, or else that they, at any rate, be allowed to prove their right to the return of these moneys by action in the Courts.

COMMENT BY THE COLONIAL SECRETARY.

The Colonial Secretary: I would ask permission to comment briefly on this petition, in no spirit of hostility to the petitioners, but simply to make clear the Government's position in the matter. It may, perhaps, be most simply explained by reading the Government's replies to the letters which appear in the petition. The first is that of 11th April, 1918, in which it is said:—

"The owners have now had the advantage of considering the information which was imparted by the Assistant Colonial Secretary at the meeting at the Sanitary Board Office held on the 28th March last, when they were informed that the Government propose to pay tramp Blue Book rates, as to the third thereof at an exchange of 2 to the pound and as to the balance at the rate of exchange of the day of payment, plus 2/8 per ton for Eastern service, and 5 per cent. on the net profits in consideration of the services of the owners in running the ships on behalf of the Government."

"The owners instruct us they have also had a number of meetings amongst them since, at which the Government's proposals have been most carefully considered and discussed."

"The owners have come to the conclusion that the remuneration offered by the Government is not only wholly inadequate but must result in a heavy loss to the owners." The use of the word "Government" in this letter is somewhat equivocal, and in our reply we made it quite clear that it was the Imperial Government and not the Hongkong Government, which was responsible for this scheme. The Government's reply, which was dated April 15th, said:—

"You were informed at the meeting held on the 28th March that this Government has definite instructions to see that remuneration of colonial register vessels is not appreciably higher or lower than that of competing vessels re-

DAIRY FARM NEWS.

DAIRY PRODUCE

FRESH MILK

also the following forms—Sterilized, Skimmed, Butter and Soured.

FRESH CREAM

Full Rich

BUTTER

Daisy, Dairymaid and Shamrock Brands.

CHEESE

Edam, Australian Cheddar American Stilton and Picnic.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

registered in the United Kingdom. The remuneration payable in respect of the latter class of vessel is, it is understood, under discussion; but this Government is advised that the rate actually in force is appreciably lower than that now offered to your clients. In the circumstances this Government is precluded, by its instructions, from offering more favourable terms than those which have been put before you; but it will watch closely the progress of negotiations in the United Kingdom, in order that any concession made there may be introduced also in the local scheme."

The next paragraph discussed the losses which they said would be incurred under the scheme, and in our reply we said:

"This Government will, however, closely watch the working of the requisition scheme, and I am to assure you that the interests of the owners will receive its sympathetic consideration."

We then received the letters of April 19 and May 1, 1918 (reproduced in the petition). In the first we were asked amongst other things under what legislative authority we were acting. We replied on May 14 as follows:—

Gentlemen, I am directed to acknowledge the receipt of your letters of April 19, and May 1, regarding the Hongkong Shipping Control Scheme, and at the same time to express regret that they have remained so long unanswered. 2.—With regard to the question of remuneration to owners, this Government, as you are aware, is acting under the instructions of His Majesty's Government. His Excellency has made representations by telegram on the subject.

3.—As to the question of legal authority, the ships have been requisitioned on behalf of, and under instructions from, His Majesty's Government, who have instructed this Government to superintend their management. In these circumstances this Government must refer you to His Majesty's Government on the point of legal authority for the requisitioning.

4.—With regard to the request for a local Board of Arbitration, this Government has definite in-

structions that the remuneration to vessels under the local scheme is to approximate to that paid to the larger and more important class of vessels on the China Coast, which are under the Imperial Liner Requisition Scheme. It would, in the opinion of this Government, be inadvisable to suggest that the two classes of vessels should be dealt with separately. As I have stated above representations have already been made to the Home Authorities on the question of remuneration.

5.—It would seem that the owners, in pressing their request for a representative on the Shipping Control Committee, are under a misapprehension as to the functions of that Committee. The Committee have been chosen, as an independent body having no connection with the requisitioned ships to advise the Government on technical matters in connection with the ships, the Government having no one in its service who is conversant with the details of the shipping business. The Government is always ready to consider sympathetically any representations that the owners may wish to make; but it does not consider that any useful purpose would be served by putting an owner on the Committee. The question of the employment of the ships for the needs of the Colony is one on which the Government is advised by the Vital Requirements Committee, and Mr. H. P. White has been invited to accept a seat upon that body.

On the subject of remuneration our instructions from the Imperial Government were quite definite. We made representations about the rate of exchange and the cost and age of these vessels which were between 27 and 43 years old, but our instructions remained the same. We were to treat them on the same lines as the vessels of the Indo-China Co. and the China Navigation Co. With regard to the point of the representation of the owners on the Shipping Committee, of which I was Chairman, there were two members, Mr. Sutherland, of Messrs. Jardine, Matheson & Co., and Mr. Young, of Messrs. Butterfield & Swire. They were appointed by the Shipping Control, not by this Government, and

(Continued on page 9)

P Y R E N E

Pyrene

FIRE
EXTINGUISHER.

MUSTARD & COMPANY,

Sole Distributors,

PROTECTS

17, Connaught Road Central.

EYES RIGHT

If not consult the

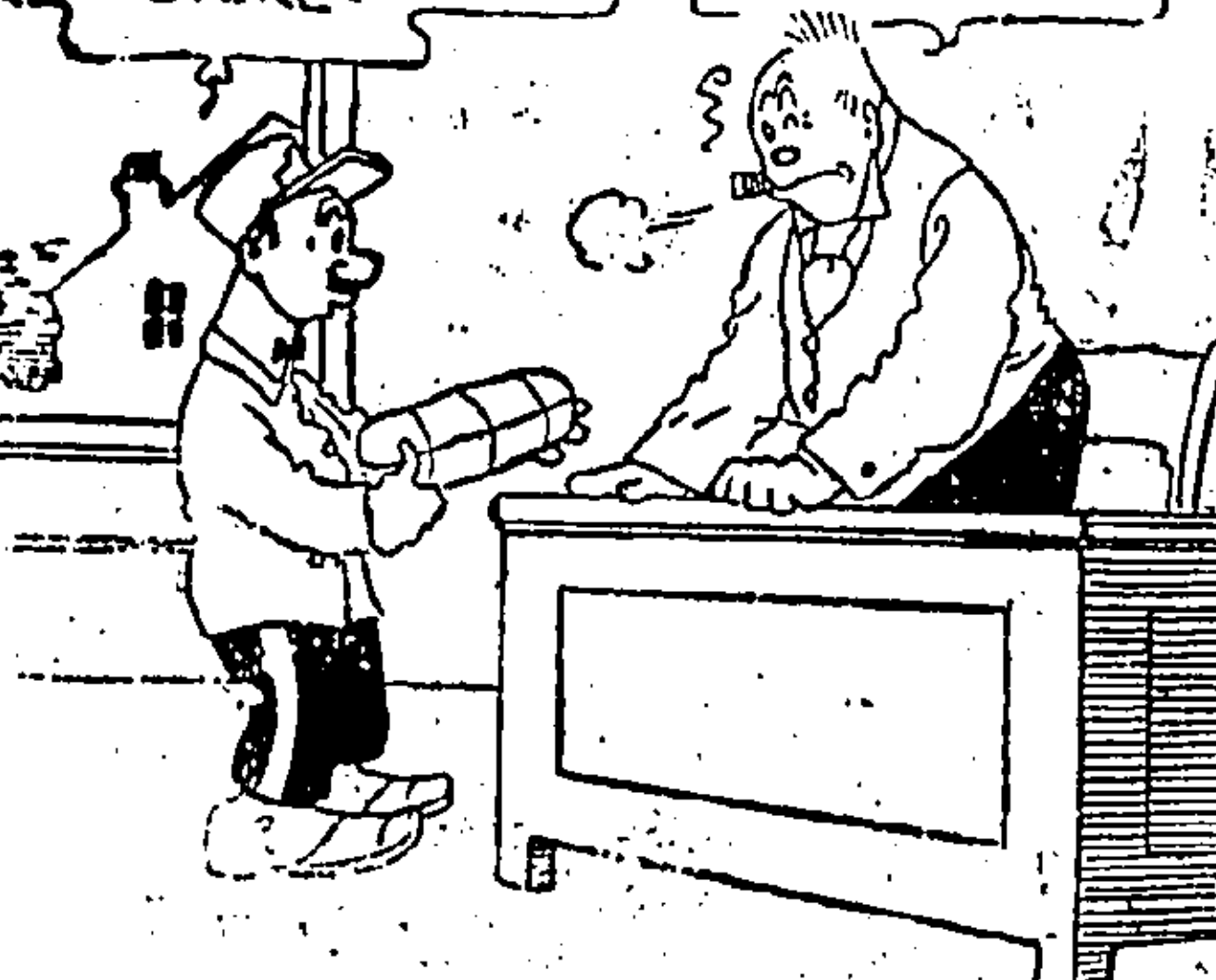
CHINESE OPTICAL CO.

67 Queen's Road Central.

The house recommended by
my local doctors for its
accuracy and cheapness.

USE US THEN, S.K.

HERE MR JIGGS IS
A PACKAGE YOUR
WIFE LEFT IN OUR
STORE.



MY NOT STUCK ON
CARRYING BUNDLES
BUT THIS MIGHT
BE A PRESENT
FOR ME!



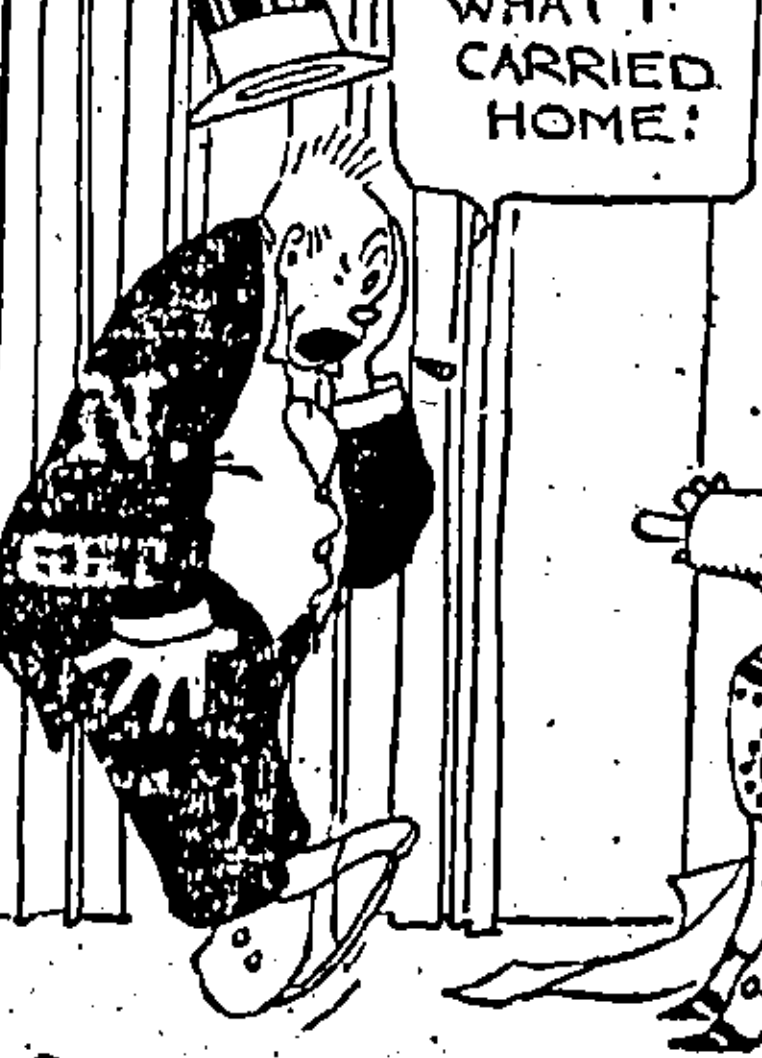
YOU LEFT THAT
PACKAGE IN A
STORE.



MERCY I AM
GETTING SO
FORGETFUL I DON'T
EVEN REMEMBER
WHAT IS IN THE
PACKAGE.



IS THAT
WHAT I
CARRIED
HOME?



OH I
REMEMBER
NOW!



© 1922 BY INT'L FEATURE SERVICE, INC.

SHIP REQUISITIONING.

(Continued from page 8.)

It was thought inadvisable to have the owners of these ships on the Committee which was a purely advisory Committee; but I think the owners will agree that I consulted them on every possible detail. Our most remunerative charter—the "Wollers"—was made on the advice of Mr. Williamson, Chairman of the Shipowners' Protection Association. In the first paragraph of the petition it is said that:

"In or about the month of March, 1918, the Government of Hongkong notified your Petitioners of their decision to bring the said Steamships under Hongkong Government control. Your petitioners whilst protesting in every possible way did not oppose the action of the Government of Hongkong at the time, being contented, having paid under protest the moneys demanded, to leave the adjustment thereof to a later date as your Petitioners considered that their ships were required for furthering the interests of the British Empire in the late war and understood that moneys received by the Hongkong Government by reason of such action would after making adequate compensation to the owners be remitted to England and used in connection with the late war.

In clause 12 of the Petition it is stated that on the 15th January, 1920, the then Colonial Secretary made a statement as to the use to which the money should be put. I would point out that there is a large gap between the two dates.

When the scheme came into force this Government stated quite clearly that we were merely agents and any money that accrued was going to the Imperial Government. We then began to look into the details of the scheme and there was nothing at the time to show what the outcome would be. It was not merely a question of war risk. That was quite a minor point. The total sum we spent on war risk was \$14,000. As a matter of fact, it was a question of the whole liability; anything might have happened; it was a question which way the war went, and the Government did not see why agents it should take on this responsibility unless it was covered. We put the point to the Home Government and the Home Government asked us to take the whole risk. We accepted that and in the circumstances we could not pay over the receipts from the ships until we were out of the wood—until the result of the control scheme were known. We did not finally wind up the scheme until March, 1919. We then put the position before the Home Government and they allowed us to retain the profits which had been made. I want that point to be quite clear. The scheme was not run with any intention of using the money accruing from it for the purposes of the Colony.

The Colonial Secretary added: The petition to the Council was received by me only shortly before one o'clock to-day. I do not propose to go through it in any sense in detail. I mentioned that the Government was in entire sympathy with the owners and open to assist them as far as possible and I should like to take this opportunity to read the penultimate paragraph of my final report informing the Government of the conclusion of the work under the scheme.

"The thanks of the Government are above all due to the owners of the ships, upon whose loyal and patriotic co-operation it has been able to rely from the beginning to the end. It must be remembered that the owners found themselves deprived of a very large part of their earnings, at a time of maximum freight when their competitors were making enormous profits; and there has been not one complaint. The Shipowners' Protection Association, whose title explains its object, has maintained most cordial relations with the Government throughout, and has given very great assistance. The Association's Chairman, Mr. S. T. Williamson, put his experience and advice wholly at the Government's service, and he did much to solve difficulties and to smooth away misunderstandings. It may be recorded that, in spite of the many points of law which arose and the inevitable differences of opinion, every question in dispute was invariably settled in a spirit of friendly compromise."

All I wish to do is to emphasize the point that this Government has been more an agent in the matter; that it acted under the instructions of the Imperial Government which it has not been able to vary one jot or tittle. As you are all aware the Imperial Government has issued an Indemnity Act and the question was put to us whether we should come under that Act, or have a local ordinance to fit the local conditions. It was decided that,

CORRESPONDENCE.

A FOOTBALL QUERY.

[To the Editor of the "China Mail,"]

Dear Sir,—What is the matter with the Hongkong Football Association and Football League? According to the rules of both bodies they should have held their Annual Meetings in May. With the new season drawing near how can they expect to be ready for it, if they have not wound up last year's affairs and elected their new officers? Rumour has it that owing to the absence of certain officials the meeting cannot be (or will not be) held. If such is true then it does not say much for the office holders left in the Colony. The Clubs interested should demand that the meeting be held.

Yours etc.
ENQUIRER.

Postponed from last Saturday on account of the rain, the presentation by Mrs. Claud Severn of the shields won by the winners in the "A" and "B" Divisions of the Lawn Tennis League will take place on the Indian Recreation Club's ground, Sockompo Valley, tomorrow afternoon.

on the whole, a local ordinance would be the better method.

I do not quite know the point in the petition about myself but it was in the summer of 1920, when I was acting Colonial Secretary, that the "Wollers" action was filed. It suited both sides not to go on at the time. I was going on leave in 1921 and as I was the only person who had intimate knowledge of the working of the scheme, it was agreed by both sides to defer action till my return. The Indemnity Ordinance was introduced while I was away and the point was raised that action in this matter of the shipping money had been delayed owing to my absence, and the Bill was accordingly held over until my return. We had been negotiating and now the Government finds it necessary to bring forward this Bill.

His Excellency the Officer Administering the Government put the motion for the second reading of the Bill and declared it passed. The Attorney-General thereupon moved that the Council go into Committee to consider the Bill clause by clause.

In Committee the Attorney-General moved verbal amendments to clauses 2 and 3 which had been printed on the margin of the new print of the Bill and these were agreed to.

On the passage of the Bill through Committee being reported to the Council, His Excellency announced that it was proposed to take the third reading of the Bill on August 17th. The Council then adjourned until that date.

TO-DAYS COURT NEWS.

NO EVIDENCE.

A Chinese arrested in connection with a murder at Kowloon City was discharged this morning by the Magistrate on the application of the Police who were unable to find sufficient evidence to support the charge.

PACIFIC MAIL INTRUDER.

Magistrate Hamilton intimated this morning that if he found a *prima facie* case against the Filipino charged with attempted burglary at the Pacific Mail Co.'s Office, he would send him to the Criminal Sessions for trial.

GAMBLERS.

Four chair coolies found gambling in the servants' quarters of the Hon. Mr. H.E. Pollock's residence were each fined \$3 by Magistrate Lindell.

THE POLICE HEAR.

That a European had his fountain pen snatched by a Chinese while waiting for a tram outside the Post Office. The man was chased for about 200 yards and was caught by another European and landed over to the police.

That a fisherman blew off both his hands while engaged in dynamiting fish at Tankunshan. He is now in hospital.

That Mr. Steel of 3, Cambrai Building, Kowloon had some jewellery and a pair of spectacles, worth altogether \$115, stolen from his bed room.

That the Shaikwan police found 496 taels of opium in a sampan and arrested the crew.

COURT MARRIAGE OFFER.

YOUNG MAN'S EFFORT TO SAVE GIRL FROM PRISON.

To save his sweetheart from prison a young man told Sir Ernest Wild, the Recorder, at the Old Bailey that he was willing to marry her at once.

Moreen O'Hara, 24, clerk to a London firm of stockbrokers, pleaded guilty to forging and uttering cheques for £58 with intent to defraud. In her defence it was urged that she came to England from Kildare when only 18, a simple country girl and succumbed to temptation.

A young man, who said he was an electrical and mechanical engineer, went into the witness box and told Sir Ernest Wild that he was willing to marry her if she were not sent to prison.

Sir Ernest: Is that your condition? You mean you hope she will not be sent to prison?—Yes.

The Recorder: I do not believe in blighting the life of anyone by sending them to prison if I can help it. As she has been in prison since May 19, I propose to order her to be detained till July 17 next, when I shall allow her to go out. If I do that will you still be willing to marry her?—Yes.

Very well. (Addressing O'Hara): You are in the fortunate position of having your fiancé to come forward and stand by you in your hour of peril, and that I regard as a good augury for your marriage. I shall postpone sentence till July 17. I hope this will be a lesson to you.

MACAO SENSATION.

BOMB EXPLOSION IN CITY.

SEVERAL BUILDINGS WRECKED.

A private telegram received here from Macao this morning, announced that a big bomb explosion occurred there yesterday, resulting in a cinema, a grocer's store and a big Chinese hotel being wrecked. Further details of the occurrence is not yet known, and the cable did not make it clear whether only one or three bombs had been used in the outrage. While the cause for the outrage can be guessed in view of the recent happenings at Macao it is not known who was responsible for the explosion, or if any arrests have been made. The arrival of the Steamboat Co's steamer at 6 p.m., will be eagerly awaited for fuller particulars.

THE WATER PROBLEM.

CHINESE MERCHANTS' MEETING.

The public meeting convened by the Tung Wah Hospital Committee yesterday to consider the suggested Government scheme of introducing water meters into Chinese dwellings in the rider main districts, was attended by a large gathering of representatives of the various local Chinese commercial unions, and was presided over by Mr. Lo Chung-kee. It was a decided failure as far as the business on the agenda was concerned, it being held in the first instance that a Kai-fong (meeting) should have been called in view of the extensive interests involved by the Government's proposal, which affects the whole of the Chinese community. Another difficulty which arose was the suggestion that discussion was impossible and useless because the meeting was not in possession of a detailed statement as to what the Government really intended to do in the water scheme. The result was that the agenda was dropped.

Discussion, however, was turned on the general effects of the water shortage, and the generally expressed feelings showed that a doubt existed as to whether or not there is really a shortage of water. It was eventually decided that the Chairman and several of the Directors of the hospital interview the Secretary for Chinese Affairs and obtain from him explicit information as to the actual intention of the Government.

her to go out. If I do that will you still be willing to marry her?—Yes. Very well. (Addressing O'Hara): You are in the fortunate position of having your fiancé to come forward and stand by you in your hour of peril, and that I regard as a good augury for your marriage. I shall postpone sentence till July 17. I hope this will be a lesson to you.

VAMPIRE BATS.

HOW THEY ATTACK.

The following extraordinary account of what it feels like to be attacked by the great vampire bat that has its habitat in the jungle of New Guinea is told by Mr. William Beebe, the well-known scientific observer and traveller, in his new book, *The Edge of the Jungle*, just published by Messrs. H.F. and G. Witherby. It is one of the many jungle cameos in a fascinating book on the tropics.

In the evening great bats as large as small herons swept down the long front gallery where we worked, gleaming as they went, but the vampires were long in coming, and for months we neither saw nor heard of one.

Then they attacked our servants, and we took heart, and, night after night, exposed our toes, as conveniently accepted vampire-bait. When at last they found that the colour of our skins was no criterion of dilution of blood they came in crowds. For three nights they swept about us with hardly a whisper of wings, and accepted either toes, elbow or finger, or all three and the coats and floor in the morning looked like an emergency hospital behind an active front. In spite of every attempt at keeping awake, we dropped off to sleep before the bats had begun and did not waken until they left.

One night I made a special effort, and with bared arm, prepared for a long vigil. THE BEATING OF WINGS. In a few minutes bats began to fan my face, the wings almost brushing, but never quite touching my skin. I could distinguish the difference between the smaller and the larger, the latter having a deeper swish, deeper and longer drawn out. Their voices were so high and shrill that the singing of the jungle crickets seemed almost contralto in comparison.

Finally, I began to feel myself the focus of one or more of these winged weasels. The swishes became more frequent, the returnings almost doubling on their track. Now and then a small body touched the sheet for an instant, and then, with a soft little tap, a vampire alighted on my chest. I was half sitting up, yet I could not see him, for I had found that the least hint of light ended any possibility of a visit. I breathed as quietly as I could, and my sure that both hands were clear.

For a long time there was no movement, and renewed swishes made me suspect that the bat had again taken flight. Not until I felt a tickling on my wrist did I know that my visitor had alighted, and, unarmingly, was making for the arm I had exposed. Slowly it crept forward, but I hardly felt the pushing of the feet and pulling of the thumbs as it crawled along. If I had been asleep, I should not have awakened.

It continued up my forearm, and came to rest at my elbow. Here

another long period of rest, and then several sharp, quick shifts of body.

A VAMPIRE AT WORK.

With all my whole attention concentrated on my elbow, I began to imagine various sensations as my mind pictured the long, lancet tooth sinking deep into the skin, and the blood pumping up.

I even began to feel the hot rush of my vital fluid over my arm, and then found that I had dozed for a moment, and that all my sensations were imaginary. But soon a gentle tickling became apparent, and, in spite of prying this out of my mind, and with increasing doubts as to the bat being still there, the tickling continued. It changed to a tingling, rather pleasant than otherwise, like the first stage of having one's hand asleep.

It really seemed as if this were the critical moment. Somehow or other the vampire was at work with no pain or even inconvenience to me, and now was the moment to seize him, call for a lantern, and solve his super-surgical skill. The exact method of this vespertilian anaesthetic.

Slowly, very slowly, I lifted the other hand, always thinking of my elbow, so that I might keep all the muscles relaxed.

Very slowly it approached, and, with as swift a motion as I could achieve, I grasped the vampire.

I felt a touch of fur, and I gripped a struggling, skinny wing; there came, a single nip of teeth, and the wing-tip slipped through my fingers. I could detect no trace of blood by feeling, so turned over and went to sleep.

In the morning I found a tiny scratch with the skin barely broken, and, heartily disappointed, I realised that my tickling and tingling had been the preliminary symptoms of the operation.

BISHOP DEFENDS DANCING.

The Bishop of Exeter, preaching at the annual festival service of the Girl's Friendly Society in the diocese of London at St. Paul's Cathedral last evening, declared that some people also were afraid of catching "flu." Doctors, however, saw to these people that if their bodies were in proper condition and their health as it should be "flu" was not dangerous. He would say the same of amusements. "Dances and pleasures and amusements are absolutely rightful and proper if you really feel better for them," contended his lordship. "They are, of course, dangerous, but everything is dangerous. If your mind is as it should be, they will not affect you. Let me ask you not to be one of those people who, if they fancy they see something wrong in some one else, immediately draw other people's attention to it. Keep it to yourself. Girls are always very careful about the care of their complexions but the complexion of the mind needs even more care than that of the cheeks."

WEATHER REPORT.

August 3d, 16h. 37m.—Local signal No. 8 lowered.

August 4d, 12h. 25m.—Returns are lacking from the majority of stations. No weather map will be published. The typhoon is shown as a depression to the north of Hainan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.43 inches. Total since January 1st, 41.17 inches, against an average of 52.21 inches. Forecast for the 24 hours ending at noon on August 5, 1922.

1.—From Chao-chai. S. winds, moderate; rain. 2.—From coast of China between Hainan and Loo-choo. S. winds, fresh to moderate; cloudy, showery. 3.—From coast of China between Hainan and Loo-choo. S. winds, fresh to moderate; cloudy, showery. 4.—From coast of China between Hainan and Loo-choo. S. winds, fresh to moderate; cloudy, showery.

ROYAL OBSERVATORY, HONGKONG.

DAILY WEATHER REPORT.

AUGUST 4, 1922.—a.m.

Station.	Hour.	Barometer at Sea Level.	Thermometer.	Humidity.	Direction.	Force.	Weather.
Vladivostok	6.1	...	...	...	...	...	...
Yokohama	6.1	...	...	...	...	...	...
Manila	6.1	...	...	...	...	...	...
Cebu	6.1	...	...	...	...	...	...
Shanghai	6.1	...	...	...	...	...	...
Amoy	6.1	...	...	...	...	...	...
Swatow	6.1	...	...	...	...	...	...
Hankow	6.1	...	...	...	...	...	...
Peking	6.1	...	...	...	...	...	...
Harbin	6.1	...	...	...	...	...	...
London	6.1	...	...	...	...	...	...
Paris	6.1	...	...	...	...	...	...
Bombay	6.1	...	...	...	...	...	...
Rangoon	6.1	...	...	...	...	...	...
Calcutta	6.1	...	...	...	...	...	...
Madras	6.1	...	...	...	...	...	...
Batavia	6.1	...	...	...	...	...	...
Sourabaya	6.1	...	...	...	...	...	...
Manila	6.1	...	...	...	...	...	...
Cebu	6.1	...	...	...	...	...	...
Shanghai	6.1	...	...	...	...	...	...
Amoy	6.1	...	...	...	...	...	...
Swatow	6.1	...	...	...	...	...	...
Hankow	6.1	...	...	...	...	...	...
Peking	6.1	...	...	...	...	...	...
Harbin	6.1	...	...	...	...	...	...
London	6.1	...	...	...	...	...	...
Paris	6.1	...	...	...	...	...	...
Bombay	6.1	...	...	...	...	...	...
Rangoon	6.1	...	...	...	...	...	...
Calcutta	6.1	...	...	...	...	...	...
Madras	6.1	...	...	...	...	...	...
Batavia	6.1	...	...	...	...	...	...
Sourabaya	6.1	...	...	...	...	...	...

C. W. JEFFRIES, Director.

Hongkong Observatory, Aug. 4, 1922.
1. Barometer, reduced to 38 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees Fahrenheit.
3. Humidity, in percentage of saturation (from the humidity of air saturated with moisture being 100).
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort Scale.
6. State of Weather, in blue sky, or detached cloud, or drizzling rain, or fog, or gloomy, or hail, or lightning, or overcast, or passing showers, or squalls, or rain, or snow (under a visibility of 500 yds).
7. Rain, in inches, tenths and hundredths.

HONGKONG REGISTER.

Barometer	29.42	29.57	29.61
Temperature	77	82	81
Humidity	94	83	79
Direction of Wind	sw	sw	sw
Force	5	4	4
Weather	org	cg	og
Rain	0.63	0.00	0.79

Highest open air temperature on the 31st—84
Lowest open air temperature on the 1st—70
T. F. CLAXTON, Director.

Hongkong Observatory, Aug. 4, 1922.

HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. The Ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible. Should the Time Ball be out of order the above routine will be carried out with the flag "Z," on the Storm Signal mast. Time Signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8.55 to 9.00 p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 26th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours East of Greenwich).

SUPPLIED BY ALL CHEMISTS.

Physicians prescribe Chamberlain's Colic and Diarrhoea Remedy because it relieves cramps in the stomach and abdominal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years, and no home is complete without it. For sale by all Chemists and Storekeepers.

